

**2002**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**46**

Isle of Wight County  
Town of Smithfield  
Town of Windsor

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Isle of Wight Maintenance Area

| Route                       | Length | AADT  | QA | 4Tire | Bus | Truck                               |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|-------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |       |    |       |     | 2Axle                               | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |       |    |       |     |                                     |        |        |        |    |           |    |            |       |    |      |
| (10)                        | 4.12   | 6900  | F  | 92%   | 0%  | From: Surry County Line             |        |        |        | F  | 0.097     | F  | 0.644      | 6900  | F  | 2002 |
| (10)                        | 2.96   | 6600  | F  | 94%   | 1%  | From: SR 10 Bus West Of Smithfield  |        |        |        | C  | 0.101     | F  | 0.579      | 6600  | F  | 2002 |
|                             |        |       |    |       |     | To: NCL Smithfield                  |        |        |        |    |           |    |            |       |    |      |
| <b>Town of Smithfield</b>   |        |       |    |       |     |                                     |        |        |        |    |           |    |            |       |    |      |
| (10)                        | 0.78   | 9900  | F  | 94%   | 1%  | From: NCL Smithfield                |        |        |        | F  | 0.089     | F  | 0.72       | 9900  | F  | 2002 |
| (10)                        | 2.30   | 15000 | F  | 92%   | 1%  | From: US 258 South Of Smithfield    |        |        |        | C  | 0.09      | F  | 0.557      | 15000 | F  | 2002 |
| (10) (258)                  | 0.31   | 27000 | F  | 91%   | 1%  | From: SR 10 Bus East Of Smithfield  |        |        |        | F  | 0.088     | F  | 0.508      | 27000 | F  | 2002 |
| (10) (258)                  | 0.65   | 24000 | F  | 91%   | 1%  | From: ECL SMITHFIELD                |        |        |        | F  | 0.087     | F  | 0.546      | 24000 | F  | 2002 |
|                             |        |       |    |       |     | To: CL Smithfield                   |        |        |        |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |       |    |       |     |                                     |        |        |        |    |           |    |            |       |    |      |
| (10) (258)                  | 1.00   | 24000 | N  | 91%   | 1%  | From: CL Smithfield                 |        |        |        | N  | 0.087     | N  | 0.546      | 24000 | N  | 2002 |
| (10)                        | 4.15   | 11000 | F  | 92%   | 1%  | From: S US 258 & SR 32 Benns Church |        |        |        | C  | 0.085     | F  | 0.566      | 11000 | F  | 2002 |
|                             |        |       |    |       |     | To: NCL Suffolk                     |        |        |        |    |           |    |            |       |    |      |
| <b>Town of Smithfield</b>   |        |       |    |       |     |                                     |        |        |        |    |           |    |            |       |    |      |
| Bus (10) (258)              | 0.85   | 16000 | F  | 97%   | 0%  | From: SR 10 BYPASS                  |        |        |        | F  | 0.09      | F  | 0.534      | 16000 | F  | 2002 |
| Bus (10) (258)              | 0.79   | 14000 | F  | 97%   | 0%  | From: BATTERY PARK RD               |        |        |        | C  | 0.087     | F  | 0.563      | 14000 | F  | 2002 |
| Bus (10) (258)              | 0.79   | 14000 | F  | 97%   | 0%  | From: RED POINT DR                  |        |        |        | F  | 0.092     | F  | 0.568      | 14000 | F  | 2002 |
| Bus (10)                    | 0.85   | 10000 | F  | 97%   | 0%  | From: RT 258 BUS SMITHFIELD         |        |        |        | C  | 0.098     | F  | 0.617      | 10000 | F  | 2002 |
|                             |        |       |    |       |     | To: Bus US 258 Main St              |        |        |        |    |           |    |            |       |    |      |
| Bus (10)                    | 0.43   | 5000  | F  | 97%   | 0%  | From: Berry Hill Rd                 |        |        |        | F  | 0.098     | F  | 0.527      | 5000  | F  | 2002 |
|                             |        |       |    |       |     | To: NCL Smithfield                  |        |        |        |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |       |    |       |     |                                     |        |        |        |    |           |    |            |       |    |      |
| Bus (10)                    | 0.76   | 4500  | F  | 96%   | 1%  | From: NCL Smithfield                |        |        |        | F  | 0.096     | F  | 0.550      | 4500  | F  | 2002 |
| Bus (10)                    | 2.16   | 1900  | F  | 96%   | 1%  | From: 46-674                        |        |        |        | C  | 0.101     | F  | 0.634      | 1900  | F  | 2002 |
|                             |        |       |    |       |     | To: SR 10 West of Smithfield        |        |        |        |    |           |    |            |       |    |      |
| (17)                        | 2.43   | 12000 | F  | 94%   | 0%  | From: NCL Suffolk                   |        |        |        | F  | 0.085     | F  | 0.541      | 12000 | F  | 2002 |
| (17)                        | 2.17   | 25000 | B  | 94%   | 0%  | From: US 258; SR 32 Bartlett        |        |        |        | B  | 0.113     | A  | 0.767      | 26000 | B  | 2002 |
| (17)                        | 4.64   | 26000 | G  | 94%   | 0%  | From: F-807                         |        |        |        | F  | 0.083     | F  | 0.616      | 27000 | G  | 2002 |
|                             |        |       |    |       |     | To: SCL Newport News                |        |        |        |    |           |    |            |       |    |      |
| (32) (10)                   | 4.15   | 11000 | F  | 92%   | 1%  | From: NCL Suffolk                   |        |        |        | C  | 0.085     | F  | 0.566      | 11000 | F  | 2002 |
| (32) (258)                  | 2.85   | 22000 | F  | 91%   | 1%  | From: RT 10 & RT 258 BENNS CHURCH   |        |        |        | C  | 0.088     | F  | 0.612      | 23000 | F  | 2002 |
| (32) (17)                   | 2.17   | 25000 | B  | 94%   | 0%  | From: RT 258 & RT 17 BARTLETT       |        |        |        | B  | 0.113     | A  | 0.767      | 26000 | B  | 2002 |
|                             |        |       |    |       |     | To: F-807                           |        |        |        |    |           |    |            |       |    |      |

Virginia Department of Transportation  
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 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Isle of Wight Maintenance Area

| Route                       | Length | AADT  | QA | 4Tire | Bus                        | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |  |
|-----------------------------|--------|-------|----|-------|----------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|--|
|                             |        |       |    |       |                            | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |  |
| <b>Isle of Wight County</b> |        |       |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |  |
| 32 17                       | 4.64   | 26000 | G  | 94%   | 0%                         | 2%    | 2%     | 2%     | 0%     | F  | 0.083     | F  | 0.616      | 27000 | G  | 2002 |  |
|                             |        |       |    | From: | F-807                      |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | SCL Newport News           |       |        |        |        |    |           |    |            |       |    |      |  |
| Bus 58                      | 1.54   | 8900  | F  | 97%   | 0%                         | 1%    | 0%     | 1%     | 0%     | F  | 0.08      | F  | 0.517      | 8900  | F  | 2002 |  |
|                             |        |       |    | From: | Southampton County Line    |       |        |        |        |    |           |    |            |       |    |      |  |
| Bus 58                      | 5.11   | 3300  | F  | 93%   | 1%                         | 3%    | 1%     | 2%     | 0%     | C  | 0.086     | F  | 0.515      | 3300  | F  | 2002 |  |
|                             |        |       |    | From: | US 258                     |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | WCL Suffolk                |       |        |        |        |    |           |    |            |       |    |      |  |
| 258 Bus 58                  | 1.54   | 8900  | F  | 97%   | 0%                         | 1%    | 0%     | 1%     | 0%     | F  | 0.08      | F  | 0.517      | 8900  | F  | 2002 |  |
|                             |        |       |    | From: | Southampton County Line    |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | E US 58                    |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 6.79   | 3800  | F  | 87%   | 1%                         | 2%    | 1%     | 9%     | 0%     | F  | 0.072     | F  | 0.505      | 3800  | F  | 2002 |  |
|                             |        |       |    | From: | US 58 Bus                  |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | W 46-641                   |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 5.85   | 5000  | F  | 87%   | 1%                         | 2%    | 1%     | 9%     | 0%     | C  | 0.084     | F  | 0.712      | 5000  | F  | 2002 |  |
|                             |        |       |    | From: | WCL Windsor                |       |        |        |        |    |           |    |            |       |    |      |  |
| <b>Town of Windsor</b>      |        |       |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 0.19   | 4600  | F  | 87%   | 1%                         | 2%    | 1%     | 9%     | 0%     | F  | 0.074     | F  | 0.63       | 4600  | F  | 2002 |  |
|                             |        |       |    | From: | WCL Windsor                |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | US 460                     |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 0.25   | 5200  | F  | 92%   | 1%                         | 2%    | 1%     | 5%     | 0%     | F  | 0.075     | F  | 0.599      | 5200  | F  | 2002 |  |
|                             |        |       |    | From: | ECL Windsor                |       |        |        |        |    |           |    |            |       |    |      |  |
| <b>Isle of Wight County</b> |        |       |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 7.49   | 4600  | F  | 92%   | 1%                         | 2%    | 1%     | 5%     | 0%     | F  | 0.091     | F  | 0.668      | 4600  | F  | 2002 |  |
|                             |        |       |    | From: | ECL Windsor                |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | 46-637 Orbit Rd            |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 5.68   | 5300  | F  | 92%   | 1%                         | 2%    | 1%     | 5%     | 0%     | C  | 0.090     | F  | 0.589      | 5300  | F  | 2002 |  |
|                             |        |       |    | From: | 46-709 New WCL Smithfield  |       |        |        |        |    |           |    |            |       |    |      |  |
| <b>Town of Smithfield</b>   |        |       |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 0.27   | 10000 | F  | 94%   | 1%                         | 2%    | 1%     | 3%     | 0%     | C  | 0.094     | F  | 0.618      | 10000 | F  | 2002 |  |
|                             |        |       |    | From: | 46-709 New WCL Smithfield  |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | Old WCL Smithfield         |       |        |        |        |    |           |    |            |       |    |      |  |
| 258 Main Street             | 0.76   | 13000 | F  | 93%   | 1%                         | 2%    | 1%     | 2%     | 0%     | C  | 0.09      | F  | 0.538      | 13000 | F  | 2002 |  |
|                             |        |       |    | From: | SR 10 Bypass               |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | RT 10 SOUTH OF SMITHFIELD  |       |        |        |        |    |           |    |            |       |    |      |  |
| 258 10                      | 2.30   | 15000 | F  | 92%   | 1%                         | 3%    | 1%     | 3%     | 0%     | C  | 0.09      | F  | 0.557      | 15000 | F  | 2002 |  |
|                             |        |       |    | From: | SR 10 BUS E OF SMITHFIELD  |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 0.31   | 27000 | F  | 91%   | 1%                         | 3%    | 3%     | 3%     | 0%     | F  | 0.088     | F  | 0.508      | 27000 | F  | 2002 |  |
|                             |        |       |    | From: | Old SCL Smithfield         |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | New SCL Smithfield         |       |        |        |        |    |           |    |            |       |    |      |  |
| <b>Isle of Wight County</b> |        |       |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 1.00   | 24000 | N  | 91%   | 1%                         | 3%    | 3%     | 3%     | 0%     | N  | 0.087     | N  | 0.546      | 24000 | N  | 2002 |  |
|                             |        |       |    | From: | New SCL Smithfield         |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | SR 10 & SR 32 Benns Church |       |        |        |        |    |           |    |            |       |    |      |  |
| 258                         | 2.85   | 22000 | F  | 91%   | 1%                         | 3%    | 3%     | 3%     | 0%     | C  | 0.088     | F  | 0.612      | 23000 | F  | 2002 |  |
|                             |        |       |    | From: | US 17 & SR 32 Bartlett     |       |        |        |        |    |           |    |            |       |    |      |  |
| 258 17 Carrolton Blvd       | 2.17   | 25000 | B  | 94%   | 0%                         | 2%    | 2%     | 2%     | 0%     | B  | 0.113     | A  | 0.767      | 26000 | B  | 2002 |  |
|                             |        |       |    | From: | F-807                      |       |        |        |        |    |           |    |            |       |    |      |  |
| 258 17                      | 4.64   | 26000 | G  | 94%   | 0%                         | 2%    | 2%     | 2%     | 0%     | F  | 0.083     | F  | 0.616      | 27000 | G  | 2002 |  |
|                             |        |       |    | From: | SCL Newport News           |       |        |        |        |    |           |    |            |       |    |      |  |
| <b>Town of Smithfield</b>   |        |       |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |  |
| Bus 258 Main Street         | 0.20   | 9600  | F  | 97%   | 0%                         | 2%    | 0%     | 1%     | 0%     | F  | 0.092     | F  | 0.558      | 9600  | F  | 2002 |  |
|                             |        |       |    | From: | SR 10 Bypass               |       |        |        |        |    |           |    |            |       |    |      |  |
|                             |        |       |    | To:   | Grace Street               |       |        |        |        |    |           |    |            |       |    |      |  |

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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Isle of Wight Maintenance Area

| Route                       | Length              | AADT | QA    | 4Tire | Bus | Truck                           |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW    | Year |      |
|-----------------------------|---------------------|------|-------|-------|-----|---------------------------------|--------|--------|--------|----|-----------|-------|------------|-------|-------|------|------|
|                             |                     |      |       |       |     | 2Axle                           | 3+Axle | 1Trail | 2Trail |    |           |       |            |       |       |      |      |
| <b>Town of Smithfield</b>   |                     |      |       |       |     |                                 |        |        |        |    |           |       |            |       |       |      |      |
| Bus 258                     | Main Street         | 0.10 | 6800  | F     | 97% | 0%                              | 2%     | 0%     | 1%     | 0% | F         | 0.093 | F          | 0.507 | 6800  | F    | 2002 |
|                             |                     |      |       |       |     | From: Grace Street              |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: Cary Street                 |        |        |        |    |           |       |            |       |       |      |      |
| Bus 258                     | Main Street         | 0.34 | 5900  | F     | 97% | 0%                              | 2%     | 0%     | 1%     | 0% | F         | 0.095 | F          | 0.606 | 6000  | F    | 2002 |
|                             |                     |      |       |       |     | From: Church Street             |        |        |        |    |           |       |            |       |       |      |      |
| Bus 258                     | Main Street         | 0.79 | 14000 | F     | 97% | 0%                              | 2%     | 0%     | 1%     | 0% | F         | 0.092 | F          | 0.568 | 14000 | F    | 2002 |
|                             |                     |      |       |       |     | From: Red Point Drive           |        |        |        |    |           |       |            |       |       |      |      |
| Bus 258                     | South Church Street | 0.79 | 14000 | F     | 97% | 0%                              | 2%     | 0%     | 1%     | 0% | C         | 0.087 | F          | 0.563 | 14000 | F    | 2002 |
|                             |                     |      |       |       |     | From: Battery Park Road         |        |        |        |    |           |       |            |       |       |      |      |
| Bus 258                     | South Church Street | 0.85 | 16000 | F     | 97% | 0%                              | 2%     | 0%     | 1%     | 0% | F         | 0.09  | F          | 0.534 | 16000 | F    | 2002 |
|                             |                     |      |       |       |     | To: SR 10 Bypass                |        |        |        |    |           |       |            |       |       |      |      |
| ALT 258                     | Grace St            | 0.14 | 3100  | F     | 96% | 1%                              | 3%     | 0%     | 1%     | 0% | C         | 0.097 | F          | 0.633 | 3100  | F    | 2002 |
|                             |                     |      |       |       |     | From: Main St                   |        |        |        |    |           |       |            |       |       |      |      |
| ALT 258                     | Grace St            | 0.34 | 2900  | F     | 97% | 0%                              | 2%     | 0%     | 1%     | 0% | C         | 0.094 | F          | 0.724 | 2900  | F    | 2002 |
|                             |                     |      |       |       |     | From: Cary St                   |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: North Church St             |        |        |        |    |           |       |            |       |       |      |      |
| <b>Isle of Wight County</b> |                     |      |       |       |     |                                 |        |        |        |    |           |       |            |       |       |      |      |
| 260                         |                     | 1.38 | 3500  | F     | 55% | 1%                              | 2%     | 3%     | 40%    | 0% | C         | 0.091 | F          | 0.68  | 3600  | F    | 2002 |
|                             |                     |      |       |       |     | From: NCL Suffolk               |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: 46-656                      |        |        |        |    |           |       |            |       |       |      |      |
| 460                         |                     | 6.10 | 10000 | F     | 79% | 1%                              | 3%     | 2%     | 16%    | 0% | F         | 0.072 | F          | 0.509 | 9500  | F    | 2002 |
|                             |                     |      |       |       |     | From: Southampton County Line   |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: WCL Windsor                 |        |        |        |    |           |       |            |       |       |      |      |
| <b>Town of Windsor</b>      |                     |      |       |       |     |                                 |        |        |        |    |           |       |            |       |       |      |      |
| 460                         |                     | 0.07 | 10000 | F     | 79% | 1%                              | 3%     | 2%     | 16%    | 0% | F         | 0.072 | F          | 0.509 | 9500  | F    | 2002 |
|                             |                     |      |       |       |     | From: WCL Windsor               |        |        |        |    |           |       |            |       |       |      |      |
| 460                         |                     | 0.45 | 14000 | F     | 79% | 1%                              | 3%     | 2%     | 16%    | 0% | F         | 0.080 | F          | 0.566 | 13000 | F    | 2002 |
|                             |                     |      |       |       |     | From: US 258                    |        |        |        |    |           |       |            |       |       |      |      |
| 460                         |                     | 0.74 | 14000 | N     | 79% | 1%                              | 3%     | 2%     | 16%    | 0% | N         | 0.08  | N          | 0.582 | 13000 | N    | 2002 |
|                             |                     |      |       |       |     | From: 46-610                    |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: ECL Windsor                 |        |        |        |    |           |       |            |       |       |      |      |
| <b>Isle of Wight County</b> |                     |      |       |       |     |                                 |        |        |        |    |           |       |            |       |       |      |      |
| 460                         |                     | 2.59 | 14000 | F     | 79% | 1%                              | 3%     | 2%     | 16%    | 0% | F         | 0.08  | F          | 0.582 | 13000 | F    | 2002 |
|                             |                     |      |       |       |     | From: ECL Windsor               |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: WCL Suffolk                 |        |        |        |    |           |       |            |       |       |      |      |
| 600                         | Lovers Lane         | 0.60 | 320   | R     |     |                                 |        |        |        |    |           | NA    |            | NA    |       |      | 1999 |
|                             |                     |      |       |       |     | From: US 460 Windsor Blvd       |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: 46-603 E; Shiloh Dr         |        |        |        |    |           |       |            |       |       |      |      |
| 600                         | Deer Path Trail     | 1.40 | 180   | R     |     |                                 |        |        |        |    |           | NA    |            | NA    |       |      | 1999 |
|                             |                     |      |       |       |     | From: 46-603 W; Shiloh Dr       |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: 46-606 E; Five Forks Rd     |        |        |        |    |           |       |            |       |       |      |      |
| 600                         | Blue Ridge Trail    | 2.10 | 90    | R     |     |                                 |        |        |        |    |           | NA    |            | NA    |       |      | 1999 |
|                             |                     |      |       |       |     | From: 46-606 W; Five Forks Rd   |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: 46-700 Braswell Dr          |        |        |        |    |           |       |            |       |       |      |      |
| 600                         | Blue Ridge Trail    | 0.89 | 70    | R     |     |                                 |        |        |        |    |           | NA    |            | NA    |       |      | 1999 |
|                             |                     |      |       |       |     | From: 0.89 ME 46-700            |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: 46-637 S; Orbit Rd          |        |        |        |    |           |       |            |       |       |      |      |
| 600                         | Woodland Dr         | 3.20 | 210   | F     | 94% | 2%                              | 3%     | 0%     | 1%     | 0% | C         | 0.111 | F          | 0.708 | 210   | F    | 2002 |
|                             |                     |      |       |       |     | From: 46-637 N; Orbit Rd        |        |        |        |    |           |       |            |       |       |      |      |
|                             |                     |      |       |       |     | To: 46-654 N; Carroll Bridge Rd |        |        |        |    |           |       |            |       |       |      |      |
| 600                         | Woodland Dr         | 1.90 | 260   | R     |     |                                 |        |        |        |    |           | NA    |            | NA    |       |      | 1999 |
|                             |                     |      |       |       |     | From: 46-602 N; Longview Dr     |        |        |        |    |           |       |            |       |       |      |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                                    |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|------------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                                    | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                                          |        |        |        |    |           |    |            |       |    |            |
| 600 Oliver Dr               | 0.82   | 690  | R  |       |     | From: 46-602 S; Longview Dr              |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| 600 Oliver Dr               | 0.65   | 820  | R  |       |     | From: 46-1430 Holloway Dr                |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: SR 10 WCL Suffolk                    |        |        |        |    |           |    |            |       |    |            |
| 601 Sandy Ridge Rd          | 1.20   | 20   | R  |       |     | From: 46-654 Quaker Rd                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| 601 Sandy Ridge Dr          | 0.60   | 90   | R  |       |     | From: 46-602 Longview Dr                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: WCL Suffolk                          |        |        |        |    |           |    |            |       |    |            |
| 602 Longview Dr             | 3.70   | 300  | F  | 94%   | 4%  | 2%                                       | 0%     | 0%     | 0%     | F  | 0.157     | F  | 0.782      | 300   | F  | 2002       |
| 602 Longview Dr             | 2.40   | 530  | F  | 94%   | 4%  | 2%                                       | 0%     | 0%     | 0%     | C  | 0.113     | F  | 0.684      | 530   | F  | 2002       |
|                             |        |      |    |       |     | From: 46-600 S; Oliver Dr                |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: 46-644 Bowling Green Rd              |        |        |        |    |           |    |            |       |    |            |
| 603 Blackwater Rd           | 3.49   | 810  | F  | 96%   | 0%  | 2%                                       | 0%     | 1%     | 0%     | F  | 0.113     | F  | 0.670      | 810   | F  | 2002       |
|                             |        |      |    |       |     | From: Southampton County Line            |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: 46-641 W; Barrett Town Rd            |        |        |        |    |           |    |            |       |    |            |
| 603 Blackwater Rd           | 3.03   | 1100 | F  | 96%   | 0%  | 2%                                       | 0%     | 1%     | 0%     | C  | 0.098     | F  | 0.644      | 1100  | F  | 2002       |
|                             |        |      |    |       |     | From: 46-641 W; Barrett Town Rd          |        |        |        |    |           |    |            |       |    |            |
| 603 Blackwater Road West    | 0.08   | 800  | F  | 94%   | 1%  | 3%                                       | 0%     | 2%     | 0%     | F  | 0.121     | F  | 0.628      | 800   | F  | 2002       |
|                             |        |      |    |       |     | From: US 258 Walters Hwy                 |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: WCL Windsor                          |        |        |        |    |           |    |            |       |    |            |
| <b>Town of Windsor</b>      |        |      |    |       |     |                                          |        |        |        |    |           |    |            |       |    |            |
| 603                         | 0.41   | 2200 | F  | 94%   | 1%  | 3%                                       | 0%     | 2%     | 0%     | C  | 0.106     | F  | 0.779      | 2200  | F  | 2002       |
|                             |        |      |    |       |     | From: WCL Windsor OLD                    |        |        |        |    |           |    |            |       |    |            |
| 603                         | 0.50   | 2500 | F  | 95%   | 1%  | 3%                                       | 0%     | 0%     | 0%     | F  | 0.139     | F  | 0.619      | 2500  | F  | 2002       |
|                             |        |      |    |       |     | From: US 460 Windsor Blvd                |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: 46-1805 Roberts Ave                  |        |        |        |    |           |    |            |       |    |            |
| 603 Church St               | 0.14   | 1700 | F  | 95%   | 1%  | 3%                                       | 0%     | 0%     | 0%     | F  | 0.102     | F  | 0.541      | 1700  | F  | 2002       |
|                             |        |      |    |       |     | From: 46-1805                            |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: ECL Windsor                          |        |        |        |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                                          |        |        |        |    |           |    |            |       |    |            |
| 603 Shiloh Dr               | 2.91   | 1100 | F  | 95%   | 1%  | 3%                                       | 0%     | 0%     | 0%     | C  | 0.117     | F  | 0.543      | 1100  | F  | 2002       |
|                             |        |      |    |       |     | From: ECL Windsor                        |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: 46-606 W Five Forks Rd               |        |        |        |    |           |    |            |       |    |            |
| 603 Everets Rd              | 2.14   | 970  | F  | 95%   | 1%  | 3%                                       | 0%     | 0%     | 0%     | F  | 0.129     | F  | 0.681      | 980   | F  | 2002       |
|                             |        |      |    |       |     | From: 46-606 E Five Forks Rd             |        |        |        |    |           |    |            |       |    |            |
| 603 Everets Rd              | 0.57   | 1100 | F  | 95%   | 1%  | 3%                                       | 0%     | 0%     | 0%     | F  | 0.122     | F  | 0.7        | 1100  | F  | 2002       |
|                             |        |      |    |       |     | From: 46-605 Murphy Mill Rd              |        |        |        |    |           |    |            |       |    |            |
|                             |        |      |    |       |     | To: WCL Suffolk                          |        |        |        |    |           |    |            |       |    |            |
| 604 Riddick Rd              | 1.26   | 200  | R  |       |     | From: WCL Suffolk                        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| 604 Riddick Rd              | 0.04   | 340  | R  |       |     | From: 46-660 Lankford Lane               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: SR 10; SR 32 Benns Church Rd         |        |        |        |    |           |    |            |       |    |            |
| 605 Iron Mine Springs Rd    | 0.03   | 20   | R  |       |     | From: US 258 Courthouse Rd               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| 605 Iron Mine Springs Rd    | 3.51   | 100  | R  |       |     | From: 0.04 ME US 258                     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-637 N; Orbit Rd                   |        |        |        |    |           |    |            |       |    |            |
| 605 Murphy Mill Rd          | 3.00   | 480  | R  |       |     | From: 46-637 S; Orbit Rd                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-603 Everets Rd                    |        |        |        |    |           |    |            |       |    |            |
| 606 Cut Thru Rd             | 0.80   | 560  | R  |       |     | From: 46-638 Cut Thru Rd & Clydesdale Dr |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
|                             |        |      |    |       |     | To: US 258 Courthouse Hwy                |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                         |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                         | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                               |        |        |        |    |           |    |            |       |    |            |
| (606) Five Forks Rd         | 3.80   | 440  | R  |       |     | From: US 258 Courthouse Hwy   |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (606) Five Forks Rd         | 0.27   | 1600 | F  | 94%   | 1%  | To: 46-603 W; Shiloh Dr       |        |        |        | C  | 0.113     | F  | 0.651      | 1600  | F  | 2002       |
| (606) Five Forks Rd         | 0.90   | 400  | R  |       |     | From: 46-603 E; 46-637        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (607)                       | 1.00   | 270  | R  |       |     | To: WCL Suffolk               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (608) Tyler Dr              | 1.30   | 170  | R  |       |     | From: WCL Suffolk             |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (608) Tyler Dr              | 1.10   | 160  | R  |       |     | To: 46-635 Dunston Dr         |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (609) Knoxville Rd          | 1.00   | 250  | R  |       |     | From: WCL Suffolk             |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (609) Knoxville Rd          | 2.50   | 140  | R  |       |     | To: 46-610 Buckhorn Dr        |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (609) Knoxville Rd          | 2.00   | 160  | R  |       |     | From: US 258 Walters Hwy      |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (610) Buckhorn Dr           | 0.74   | 380  | F  | 94%   | 1%  | To: 46-603 Blackwater Rd      |        |        |        | F  | 0.101     | F  | 0.506      | 380   | F  | 2002       |
| (610) Buckhorn Dr           | 0.60   | 470  | F  | 94%   | 1%  | From: WCL Suffolk             |        |        |        | F  | 0.106     | F  | 0.577      | 470   | F  | 2002       |
| (610) Buckhorn Dr           | 1.64   | 510  | F  | 94%   | 1%  | To: 46-687 Parsons Dr         |        |        |        | F  | 0.098     | F  | 0.558      | 520   | F  | 2002       |
| (610) Buckhorn Dr           | 1.00   | 560  | F  | 94%   | 1%  | From: 46-609 Sunset Dr        |        |        |        | C  | 0.093     | F  | 0.509      | 560   | F  | 2002       |
| (610) Buckhorn Dr           |        |      |    |       |     | To: 46-635 Dunston Dr         |        |        |        |    |           |    |            |       |    |            |
| (610) Buckhorn Dr           |        |      |    |       |     | From: SCL Windsor Old         |        |        |        |    |           |    |            |       |    |            |
| <b>Town of Windsor</b>      |        |      |    |       |     |                               |        |        |        |    |           |    |            |       |    |            |
| (610) Court Street          | 0.24   | 970  | F  | 94%   | 1%  | To: SCL Windsor Old           |        |        |        | F  | 0.09      | F  | 0.514      | 970   | F  | 2002       |
| (610) Court Street          | 0.07   | 1100 | F  | 94%   | 1%  | From: 46-1802 West; N & W St  |        |        |        | F  | 0.087     | F  | 0.571      | 1100  | F  | 2002       |
| (610) Court Street North    | 0.55   | 820  | R  |       |     | To: US 460 Windsor Blvd       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (610) Court Street North    | 0.53   | 820  | N  |       |     | From: NCL Windsor             |        |        |        |    | NA        |    |            | 0     | N  | 1999       |
| (611) Joyners Bridge Rd     | 2.39   | 330  | R  |       |     | To: US 258 Courthouse Hwy     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (611) Joyners Bridge Rd     | 2.77   | 240  | R  |       |     | From: Southampton County Line |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (611) Joyners Bridge Rd     | 1.70   | 260  | R  |       |     | To: US 258 Walters Hwy        |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (611) Joyners Bridge Rd     | 2.98   | 230  | R  |       |     | From: 46-641 Colosse Rd       |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (611) Joyners Bridge Rd     |        |      |    |       |     | To: 46-612 Freeman Dr         |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (611) Joyners Bridge Rd     |        |      |    |       |     | From: 46-632 Old Myrtle Rd    |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |

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| Route                       | Length | AADT | QA | 4Tire | Bus                         | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW         | Year |
|-----------------------------|--------|------|----|-------|-----------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|------------|------|
|                             |        |      |    |       |                             | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |            |      |
| <b>Isle of Wight County</b> |        |      |    |       |                             |       |        |        |        |    |           |    |            |       |            |      |
| (612)                       | 1.30   | 100  | F  | 88%   | 3%                          | 5%    | 1%     | 4%     | 0%     | C  | 0.125     | F  | 0.667      | 100   | F          | 2002 |
|                             |        |      |    | From: | WCL Suffolk                 |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | 46-632 EAST                 |       |        |        |        |    |           |    |            |       |            |      |
| (612)                       | 4.20   | 500  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | 46-632 WEST                 |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | 46-609                      |       |        |        |        |    |           |    |            |       |            |      |
| (613) See-Gar Dr            | 0.80   | 320  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | WCL Suffolk                 |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | US 58 BUS; Carrsville Hwy   |       |        |        |        |    |           |    |            |       |            |      |
| (614) Ballard Rd            | 1.80   | 80   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | 46-641 Colosse Rd           |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | US 258 E; Walters Hwy       |       |        |        |        |    |           |    |            |       |            |      |
| (614) River Run Trail       | 2.20   | 240  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | US 258 W; Walters Hwy       |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | 46-603 E; Blackwater Rd     |       |        |        |        |    |           |    |            |       |            |      |
| (614) Thomas Woods Trail    | 5.55   | 240  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | 46-603 W; Blackwater Rd     |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | Southampton County Line     |       |        |        |        |    |           |    |            |       |            |      |
| (615) Jenkins Mill Rd       | 3.00   | 350  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | WCL Suffolk                 |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | US 58 BUS; Carrsville Hwy   |       |        |        |        |    |           |    |            |       |            |      |
| (615) Holly Run Dr          | 3.20   | 450  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 02/20/2002 |      |
|                             |        |      |    | From: | US 258 Walters Hwy          |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | WCL Suffolk                 |       |        |        |        |    |           |    |            |       |            |      |
| (616) Less Mill Rd          | 2.32   | 900  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | 46-1603 Carver Rd           |       |        |        |        |    |           |    |            |       |            |      |
| (616) Lees Mill Rd          | 0.35   | 1700 | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | US 58 BUS W; Carrsville Hwy |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | US 58 BUS E; Carrsville Hwy |       |        |        |        |    |           |    |            |       |            |      |
| (616) Airport Dr            | 0.90   | 420  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | Dead End                    |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | 46-691                      |       |        |        |        |    |           |    |            |       |            |      |
| (617)                       | 0.31   | 1200 | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | SR 260; 46-1603             |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | 46-1603                     |       |        |        |        |    |           |    |            |       |            |      |
| (617)                       | 0.12   | 1300 | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | Dead End                    |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | WCL SUFFOLK                 |       |        |        |        |    |           |    |            |       |            |      |
| (618) Wash Hole Rd          | 1.77   | 80   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | 1.78 MW OF WCL              |       |        |        |        |    |           |    |            |       |            |      |
| (618) Wash Hole Rd          | 0.09   | 80   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | SR 260                      |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | Southampton County Line     |       |        |        |        |    |           |    |            |       |            |      |
| (619) Burdette Rd           | 2.20   | 330  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | US 258 S; Walters Hwy       |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | US 258 N; Walters Hwy       |       |        |        |        |    |           |    |            |       |            |      |
| (619) Stevens Dr            | 1.80   | 330  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       | 1999       |      |
|                             |        |      |    | From: | 46-641 Colosse Rd           |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | Southampton County Line     |       |        |        |        |    |           |    |            |       |            |      |
| (620) Broadwater Rd         | 3.10   | 1300 | F  | 93%   | 0%                          | 3%    | 1%     | 3%     | 0%     | F  | 0.104     | F  | 0.613      | 1300  | F          | 2002 |
|                             |        |      |    | From: | 46-637 Central Hill Rd      |       |        |        |        |    |           |    |            |       |            |      |
| (620) Foursquare Rd         | 2.14   | 1300 | F  | 93%   | 0%                          | 3%    | 1%     | 3%     | 0%     | C  | 0.113     | F  | 0.695      | 1300  | F          | 2002 |
|                             |        |      |    | From: | 46-647 Tings Rd             |       |        |        |        |    |           |    |            |       |            |      |
| (620) Foursquare Rd         | 1.51   | 1300 | F  | 93%   | 0%                          | 3%    | 1%     | 3%     | 0%     | F  | 0.113     | F  | 0.699      | 1300  | F          | 2002 |
|                             |        |      |    | From: | 46-652 S; Harry Wilson Rd   |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   | 46-652 S; Harry Wilson Rd   |       |        |        |        |    |           |    |            |       |            |      |
| (620) Foursquare Rd         | 1.69   | 1800 | F  | 93%   | 0%                          | 3%    | 1%     | 3%     | 0%     | F  | 0.110     | F  | 0.672      | 1800  | F          | 2002 |
|                             |        |      |    | From: | 46-680 Magnet Dr            |       |        |        |        |    |           |    |            |       |            |      |
|                             |        |      |    | To:   |                             |       |        |        |        |    |           |    |            |       |            |      |

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| Route                         | Length | AADT | QA | 4Tire | Bus | Truck                              |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW   | Year |      |
|-------------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-----------|-------|------------|-------|------|------|------|
|                               |        |      |    |       |     | 2Axle                              | 3+Axle | 1Trail | 2Trail |    |           |       |            |       |      |      |      |
| <b>Isle of Wight County</b>   |        |      |    |       |     |                                    |        |        |        |    |           |       |            |       |      |      |      |
| (620) Foursquare Rd           | 1.59   | 2200 | F  | 93%   | 0%  | From: 46-680 Magnet Dr             | 3%     | 1%     | 3%     | 0% | F         | 0.101 | F          | 0.686 | 2200 | F    | 2002 |
| (620) Scotts Factory Rd       | 1.18   | 1400 | F  | 96%   | 2%  | To: US 258 Courthouse Hwy          | 1%     | 0%     | 0%     | 0% | C         | 0.087 | F          | 0.534 | 1400 | F    | 2002 |
| (620) Scotts Factory Rd       | 1.05   | 1700 | F  | 96%   | 2%  | From: 46-654 Carroll Bridge Rd     | 1%     | 0%     | 0%     | 0% | F         | 0.095 | F          | 0.535 | 1700 | F    | 2002 |
| (620) Scotts Factory Rd       | 1.51   | 1500 | F  | 96%   | 2%  | To: 46-655 Great Springs Rd        | 1%     | 0%     | 0%     | 0% | F         | 0.104 | F          | 0.618 | 1600 | F    | 2002 |
| (620) Muddy Cross Rd          | 2.07   | 1500 | R  |       |     | From: 46-644 W; Bowling Green Rd   |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (620) Muddy Cross Rd          | 0.18   | 200  | R  |       |     | To: 46-644 E; Turner Dr            |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (620) Tan Rd                  | 1.70   | 120  | R  |       |     | From: 2.08 ME 46-644 EAST          |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (621) Old Blackwater/Proctors | 2.64   | 240  | F  | 88%   | 8%  | To: SR 10 Benns Church Blvd        | 4%     | 0%     | 1%     | 0% | F         | 0.122 | F          | 0.646 | 240  | F    | 2002 |
| (621) Mill Swamp Rd           | 2.97   | 340  | F  | 88%   | 8%  | From: 46-660 Lankford Lane         | 4%     | 0%     | 1%     | 0% | F         | 0.125 | F          | 0.733 | 350  | F    | 2002 |
| (621) Mill Swamp Rd           | 1.32   | 360  | F  | 88%   | 8%  | To: Southampton County Line        | 4%     | 0%     | 1%     | 0% | F         | 0.108 | F          | 0.615 | 360  | F    | 2002 |
| (621) Burwells Bay Rd         | 2.73   | 130  | F  | 88%   | 8%  | From: 46-637 Jones Town Dr         | 4%     | 0%     | 1%     | 0% | C         | 0.112 | F          | 0.529 | 130  | F    | 2002 |
| (621) Burwells Bay Rd         | 3.15   | 270  | F  | 88%   | 8%  | To: 46-680 Stallings Creek Dr      | 4%     | 0%     | 1%     | 0% | F         | 0.093 | F          | 0.636 | 270  | F    | 2002 |
| (621) Burwells Bay Rd         | 0.36   | 360  | R  |       |     | From: 46-626 S; Mill Swamp Rd      |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (622) Ramsey Rd               | 1.80   | 60   | R  |       |     | To: 46-626 S; Mill Swamp Dr        |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (622) Sycamore Cross Dr       | 1.30   | 70   | R  |       |     | From: 46-627 Moonlight Rd          |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (623) White Hill Trail        | 1.50   | 120  | R  |       |     | To: SR 10 Old Stage Hwy            |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (623) Green Level Rd          | 2.60   | 120  | R  |       |     | From: Dead End                     |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (624)                         | 0.02   | 20   | R  |       |     | To: 46-646 Rattlesnake Trail       |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (624)                         | 0.62   | 440  | R  |       |     | From: 46-621 S; Proctors Bridge Rd |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (625) Modest Neck Rd          | 3.55   | 80   | R  |       |     | To: 46-621 N; Proctors Bridge Rd   |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (625) Pons Rd                 | 1.30   | 80   | R  |       |     | From: Surry County Line            |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
| (626) Jones Drive             | 1.10   | 280  | R  |       |     | To: Surry County Line              |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
|                               |        |      |    |       |     | From: 46-681 Raynor Rd             |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
|                               |        |      |    |       |     | To: 46-621 W; Mill Swamp Rd        |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
|                               |        |      |    |       |     | From: 46-621 E; Mill Swamp Rd      |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
|                               |        |      |    |       |     | To: Surry County Line              |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
|                               |        |      |    |       |     | From: Surry County Line            |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |
|                               |        |      |    |       |     | To: 46-621 N; Burwells Bay Rd      |        |        |        |    |           | NA    |            | NA    |      |      | 1999 |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                             |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle                             | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |     |                                   |        |        |        |    |           |    |            |       |    |      |
| (626) Mill Swamp Rd         | 2.59   | 700  | F  | 97%   | 0%  | 2%                                | 0%     | 0%     | 0%     | F  | 0.104     | F  | 0.675      | 700   | F  | 2002 |
|                             |        |      |    |       |     | From: 46-621 S; Mill Swamp Rd     |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-681 Stallings Ck Dr        |        |        |        |    |           |    |            |       |    |      |
| (626) Mill Swamp Rd         | 1.17   | 1100 | F  | 97%   | 0%  | 2%                                | 0%     | 0%     | 0%     | F  | 0.104     | F  | 0.735      | 1100  | F  | 2002 |
|                             |        |      |    |       |     | From: 46-678 Bethany Church Rd    |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: NCL Smithfield                |        |        |        |    |           |    |            |       |    |      |
| (626) Mill Swamp Rd         | 3.30   | 1200 | F  | 97%   | 0%  | 2%                                | 0%     | 0%     | 0%     | C  | 0.104     | F  | 0.695      | 1200  | F  | 2002 |
| <b>Isle of Wight County</b> |        |      |    |       |     |                                   |        |        |        |    |           |    |            |       |    |      |
| (627) Moonlight Rd          | 2.80   | 260  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-626 Mill Swamp Rd        |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: Surry County Line             |        |        |        |    |           |    |            |       |    |      |
| (628) Burnt Mill Rd         | 0.40   | 2700 | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-676                      |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: Surry County Line             |        |        |        |    |           |    |            |       |    |      |
| (629) Dardens Mill Rd       | 0.90   | 60   | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-611 Joyners Bridge Rd    |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-641 Colosse Rd             |        |        |        |    |           |    |            |       |    |      |
| (630) Beaverdam Rd          | 1.30   | 120  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: US 58 BUS; Carrsville Hwy   |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: US 258 S; Walters Hwy         |        |        |        |    |           |    |            |       |    |      |
| (630) Hunt Club Rd          | 2.80   | 130  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: US 258 MID                  |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-611 W; Joyners Bridge Rd   |        |        |        |    |           |    |            |       |    |      |
| (630) Lawrence Dr           | 0.40   | 60   | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-611 E; Joyners Bridge Rd |        |        |        |    |           |    |            |       |    |      |
| (630) Lawrence Dr           | 0.29   | 70   | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 0.40 ME 46-611              |        |        |        |    |           |    |            |       |    |      |
| (630) Lawrence Dr           | 0.76   | 70   | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 0.70 ME 46-611              |        |        |        |    |           |    |            |       |    |      |
| (630) Lawrence Dr           | 0.60   | 70   | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-631 Maynards Store Rd    |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: US 258 N; Walters Hwy         |        |        |        |    |           |    |            |       |    |      |
| (631)                       | 0.60   | 100  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-611                      |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-630                        |        |        |        |    |           |    |            |       |    |      |
| (632) Old Myrtle Rd         | 0.20   | 530  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-641 Old Carrsville Rd    |        |        |        |    |           |    |            |       |    |      |
| (632) Old Myrtle Rd         | 0.07   | 430  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-1701 Old Carrsville Rd   |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 0.07 ME 46-1701               |        |        |        |    |           |    |            |       |    |      |
| (632) Old Myrtle Rd         | 2.50   | 470  | F  | 94%   | 2%  | 2%                                | 1%     | 1%     | 0%     | F  | 0.106     | F  | 0.544      | 480   | F  | 2002 |
|                             |        |      |    |       |     | From: 46-612 E; Outland Dr        |        |        |        |    |           |    |            |       |    |      |
| (632) Old Myrtle Rd         | 3.00   | 150  | F  | 94%   | 2%  | 2%                                | 1%     | 1%     | 0%     | C  | 0.097     | F  | 0.533      | 150   | F  | 2002 |
|                             |        |      |    |       |     | From: WCL Suffolk                 |        |        |        |    |           |    |            |       |    |      |
| (633) Rhodes Dr             | 1.53   | 150  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-641 Colosse Rd           |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-612 Spivey Town Rd         |        |        |        |    |           |    |            |       |    |      |
| (634) Little Norfolk Rd     | 1.23   | 230  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-633 Rhodes Dr            |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: US 258 Walters Hwy            |        |        |        |    |           |    |            |       |    |      |
| (635) Dunston Drive         | 1.00   | 60   | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-610 Buckhorn Dr          |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-608 Tyler Dr               |        |        |        |    |           |    |            |       |    |      |
| <b>Town of Windsor</b>      |        |      |    |       |     |                                   |        |        |        |    |           |    |            |       |    |      |
| (636) Griffin Street West   | 0.05   | 610  | R  |       |     |                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 46-603 Bank Street          |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    |       |     | To: 46-610 Court St South         |        |        |        |    |           |    |            |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                         | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Town of Windsor</b>      |        |      |    |       |     |                               |        |        |        |    |           |    |            |       |    |            |
| (636) Griffin Street East   | 0.50   | 400  | R  |       |     | From: 46-610 Court St South   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: SCL Windsor               |        |        |        |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                               |        |        |        |    |           |    |            |       |    |            |
| (636) Old Suffolk Rd        | 0.30   | 430  | R  |       |     | From: SCL WINDSOR             |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (636) Old Suffolk Rd        | 1.70   | 250  | R  |       |     | From: 46-608 Tyler Dr         |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (636) Old Suffolk Rd        | 0.10   | 410  | R  |       |     | From: 46-607 Old Mill Rd      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (636) Old Suffolk Rd        | 0.80   | 180  | R  |       |     | From: US 460 Windsor Blvd     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (636)                       | 0.10   | 80   | R  |       |     | From: WCL Suffolk             |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-690                    |        |        |        |    |           |    |            |       |    |            |
| (637) Orbit Rd              | 3.34   | 520  | F  | 94%   | 2%  | 3%                            | 0%     | 1%     | 0%     | F  | 0.107     | F  | 0.624      | 520   | F  | 2002       |
| (637) Orbit Rd              | 1.99   | 260  | F  | 94%   | 2%  | 3%                            | 0%     | 1%     | 0%     | C  | 0.135     | F  | 0.697      | 260   | F  | 2002       |
| (637) Orbit Rd              | 0.45   | 570  | F  | 94%   | 2%  | 3%                            | 0%     | 1%     | 0%     | F  | 0.106     | F  | 0.713      | 570   | F  | 2002       |
| (637) Orbit Rd              | 1.09   | 280  | F  | 94%   | 2%  | 3%                            | 0%     | 1%     | 0%     | F  | 0.113     | F  | 0.742      | 280   | F  | 2002       |
| (637) Central Hill Rd       | 2.43   | 910  | F  | 95%   | 1%  | 2%                            | 0%     | 2%     | 0%     | C  | 0.105     | F  | 0.7        | 910   | F  | 2002       |
| (637) Central Hill Rd       | 1.14   | 440  | F  | 95%   | 1%  | 2%                            | 0%     | 2%     | 0%     | F  | 0.107     | F  | 0.594      | 440   | F  | 2002       |
| (637) Racetrack Rd/Jones To | 3.25   | 330  | F  | 95%   | 1%  | 2%                            | 0%     | 2%     | 0%     | F  | 0.103     | F  | 0.522      | 330   | F  | 2002       |
| (637) Jones Town Dr         | 2.14   | 130  | F  | 95%   | 1%  | 2%                            | 0%     | 2%     | 0%     | F  | 0.118     | F  | 0.655      | 130   | F  | 2002       |
| (638) Mill Creek Dr         | 2.00   | 350  | R  |       |     | From: 46-645 Yellow Hammer Rd |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (638) Mill Creek Dr         | 1.60   | 280  | R  |       |     | From: 46-641 Barrett Town Rd  |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (638) Mill Creek Dr         | 1.10   | 420  | R  |       |     | From: US 460 Windsor Blvd     |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
| (638) Clydesdale Dr         | 0.40   | 220  | R  |       |     | From: 46-606 Cut Thru Rd      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (638) Clydesdale Dr         | 0.42   | 120  | R  |       |     | From: 0.40 ME 46-606          |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (639) Ecella Rd             | 0.70   | 160  | R  |       |     | From: 46-641 Barrett Town Rd  |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (639) Winston Drive         | 1.30   | 150  | R  |       |     | From: US 460 Windsor Blvd     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (640) Willie Roberts Rd     | 1.40   | 50   | R  |       |     | From: 46-609 Knoxville Rd     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-689 Willie Roberts Rd  |        |        |        |    |           |    |            |       |    |            |

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| Route                          | Length | AADT | QA | 4Tire | Bus | Truck                             |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|--------------------------------|--------|------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                                |        |      |    |       |     | 2Axle                             | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b>    |        |      |    |       |     |                                   |        |        |        |    |           |    |            |       |    |            |
| (641) Harvest Dr/Old Carrsvill | 2.13   | 260  | R  |       |     | From: WCL Suffolk                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: US 58 BUS E; Carrsville Hwy   |        |        |        |    |           |    |            |       |    |            |
| (641) Colosse Rd               | 2.40   | 300  | R  |       |     | From: US 58 BUS W; Carrsville Hwy |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-611 Joyners Bridge Rd      |        |        |        |    |           |    |            |       |    |            |
| (641) Colosse Rd               | 2.19   | 230  | R  |       |     | From: 46-611 Joyners Bridge Rd    |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
|                                |        |      |    |       |     | To: 46-633 Rhodes Dr              |        |        |        |    |           |    |            |       |    |            |
| (641) Colosse Rd               | 0.90   | 190  | R  |       |     | From: 46-633 Rhodes Dr            |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
|                                |        |      |    |       |     | To: US 258 E; Walters Hwy         |        |        |        |    |           |    |            |       |    |            |
| (641) Bows & Arrows Rd         | 2.80   | 270  | R  |       |     | From: US 258 W; Walters Hwy       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-603 E; Blackwater Rd       |        |        |        |    |           |    |            |       |    |            |
| (641) Barrett Town Rd          | 2.90   | 280  | R  |       |     | From: 46-603 W; Blackwater Rd     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-645 Yellow Hammer Rd       |        |        |        |    |           |    |            |       |    |            |
|                                |        |      |    |       |     | From: 46-641 Bows and Arrows Rd   |        |        |        |    |           |    |            |       |    |            |
| (642) Pear Tree Rd             | 0.70   | 45   | R  |       |     | To: 46-603 Blackwater Rd          |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | From: 46-648 Duck Town Rd         |        |        |        |    |           |    |            |       |    |            |
| (643) Wood Duck Dr             | 0.80   | 150  | R  |       |     | To: 46-603 Blackwater Rd          |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | From: US 460 WEST                 |        |        |        |    |           |    |            |       |    |            |
| (644) Zuni Circle              | 0.45   | 430  | R  |       |     | To: US 460 EAST                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | From: US 460                      |        |        |        |    |           |    |            |       |    |            |
| (644) Fire Tower Rd            | 2.07   | 440  | F  | 97%   | 1%  | 1%                                | 0%     | 1%     | 0%     | C  | 0.091     | F  | 0.718      | 440   | F  | 2002       |
|                                |        |      |    |       |     | To: 46-645 W; Yellow Hammer Rd    |        |        |        |    |           |    |            |       |    |            |
| (644) Fire Tower Rd            | 0.98   | 400  | R  |       |     | From: 46-645 W; Yellow Hammer Rd  |        |        |        |    | 0.095     | F  | 0.652      | NA    |    | 02/20/2002 |
|                                |        |      |    |       |     | To: 46-646 N; Beale Place Dr      |        |        |        |    |           |    |            |       |    |            |
| (644) Fire Tower Rd            | 3.00   | 600  | F  | 97%   | 1%  | 1%                                | 0%     | 1%     | 0%     | F  | 0.089     | F  | 0.654      | 600   | F  | 2002       |
|                                |        |      |    |       |     | From: 46-646 N Beale Place Dr     |        |        |        |    |           |    |            |       |    |            |
|                                |        |      |    |       |     | To: US 258 SOUTH                  |        |        |        |    |           |    |            |       |    |            |
| (644) Redhouse Rd              | 0.92   | 190  | R  |       |     | From: US 258 MID; Courthouse Hwy  |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-637 W; Orbit Rd            |        |        |        |    |           |    |            |       |    |            |
| (644) Bowling Green Rd         | 1.56   | 200  | R  |       |     | From: 46-637 E; Orbit Rd          |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-652 Bob White Rd           |        |        |        |    |           |    |            |       |    |            |
| (644) Bowling Green Rd         | 1.77   | 350  | R  |       |     | From: 46-652 Bob White Rd         |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-654 Carroll Bridge Rd      |        |        |        |    |           |    |            |       |    |            |
| (644) Bowling Green Rd         | 1.68   | 910  | F  | 96%   | 1%  | 2%                                | 0%     | 0%     | 0%     | F  | 0.116     | F  | 0.718      | 920   | F  | 2002       |
|                                |        |      |    |       |     | From: 46-654 Carroll Bridge Rd    |        |        |        |    |           |    |            |       |    |            |
| (644) Bowling Green Rd         | 0.67   | 1500 | F  | 96%   | 1%  | 2%                                | 0%     | 0%     | 0%     | F  | 0.1       | F  | 0.667      | 1500  | F  | 2002       |
|                                |        |      |    |       |     | From: 46-602 Longview Dr          |        |        |        |    |           |    |            |       |    |            |
| (644) Turner Dr                | 0.16   | 2600 | F  | 96%   | 1%  | 2%                                | 0%     | 0%     | 0%     | F  | 0.103     | F  | 0.635      | 2600  | F  | 2002       |
|                                |        |      |    |       |     | From: 46-620 W; Scotts Ferry Rd   |        |        |        |    |           |    |            |       |    |            |
| (644) Turner Dr                | 1.94   | 2800 | F  | 96%   | 1%  | 2%                                | 0%     | 0%     | 0%     | C  | 0.105     | F  | 0.632      | 2800  | F  | 2002       |
|                                |        |      |    |       |     | From: 46-620 E; Muddy Cross Dr    |        |        |        |    |           |    |            |       |    |            |
|                                |        |      |    |       |     | To: US 258 E; SR 10               |        |        |        |    |           |    |            |       |    |            |
| (645) Yellow Hammer Rd         | 1.20   | 330  | R  |       |     | From: 46-614 Thomas Woods Trail   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: US 460 Windsor Blvd           |        |        |        |    |           |    |            |       |    |            |
| (645) Yellow Hammer Rd         | 1.60   | 330  | R  |       |     | From: US 460 Windsor Blvd         |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
|                                |        |      |    |       |     | To: 46-644 W; Fire Tower Rd       |        |        |        |    |           |    |            |       |    |            |
| (645) Tar Road                 | 0.30   | 330  | R  |       |     | From: 46-644 E; Fire Tower Rd     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                                |        |      |    |       |     | To: 46-646 Garrison Dr            |        |        |        |    |           |    |            |       |    |            |

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| Route                        | Length | AADT | QA | 4Tire | Bus | Truck                                                             |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|----|-------|-----|-------------------------------------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                              |        |      |    |       |     | 2Axle                                                             | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b>  |        |      |    |       |     |                                                                   |        |        |        |    |           |    |            |       |    |      |
| (645) Tar Road               | 1.30   | 270  | R  |       |     | From: 46-646 Garrison Dr                                          |        |        |        |    |           |    |            |       |    | 1999 |
| (645) Tar Road               | 0.40   | 110  | R  |       |     | To: 46-647 Pope Swamp Trail                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (646) Stave Mill Rd          | 1.20   | 310  | R  |       |     | From: US 258 Courthouse Hwy                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (646) Garrison Dr            | 2.60   | 310  | R  |       |     | To: 46-638 E; Cut Thru Rd                                         |        |        |        |    |           |    |            |       |    | 1999 |
| (646) Beale Place Dr         | 1.80   | 130  | R  |       |     | From: 46-638 W; Cut Thru Rd                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (646) Beale Place Dr         | 1.70   | 140  | R  |       |     | To: 46-644 S; Fire Tower Rd                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (646) Rattlesnake Trail      | 4.35   | 70   | R  |       |     | From: 46-644 N; Fire Tower Rd                                     |        |        |        |    |           |    |            |       |    | 1999 |
| (646) Rattlesnake Trail      |        |      |    |       |     | To: 46-649 Peanut Dr                                              |        |        |        |    |           |    |            |       |    | 1999 |
| (647) Pope Swamp Tr          | 2.20   | 60   | R  |       |     | From: 46-620 Broadwater Rd Gap Terminus<br>Dead End; Gap Terminus |        |        |        |    |           |    |            |       |    | 1999 |
| (647) Pope Swamp Tr          | 2.22   | 170  | R  |       |     | To: 46-637 Jones Town Dr                                          |        |        |        |    |           |    |            |       |    | 1999 |
| (647) Tings Rd               | 2.10   | 80   | R  |       |     | From: 46-645 Tar Rd                                               |        |        |        |    |           |    |            |       |    | 1999 |
| (647) Tings Rd               |        |      |    |       |     | To: 46-644 E; Fire Tower Rd                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (648) Duck Town Rd           | 0.40   | 160  | R  |       |     | From: 46-644 W; Fire Tower Rd                                     |        |        |        |    |           |    |            |       |    | 1999 |
| (648) Duck Town Rd           | 0.40   | 170  | R  |       |     | To: 46-637 S; Central Hill Rd                                     |        |        |        |    |           |    |            |       |    | 1999 |
| (648) Duck Town Rd           | 1.20   | 110  | R  |       |     | From: 46-637 N; Central Hill Rd                                   |        |        |        |    |           |    |            |       |    | 1999 |
| (648) Duck Town Rd           |        |      |    |       |     | To: 46-620 Foursquare Rd                                          |        |        |        |    |           |    |            |       |    | 1999 |
| (649) Tomlin Hill Dr         | 2.20   | 230  | R  |       |     | From: 46-614 River Run Trail                                      |        |        |        |    |           |    |            |       |    | 1999 |
| (649) Tomlin Hill Dr         | 3.30   | 270  | R  |       |     | To: 46-643 Wood Duck Dr                                           |        |        |        |    |           |    |            |       |    | 1999 |
| (649) Tomlin Hill Dr         |        |      |    |       |     | From: 0.40 ME 46-643                                              |        |        |        |    |           |    |            |       |    | 1999 |
| (650) Whispering Pines Trail | 0.80   | 120  | R  |       |     | To: 46-641 Bows and Arrows Rd                                     |        |        |        |    |           |    |            |       |    | 1999 |
| (650) Whispering Pines Trail | 2.20   | 110  | R  |       |     | From: 46-644 Fire Tower Rd                                        |        |        |        |    |           |    |            |       |    | 1999 |
| (651) Trump Town Rd          | 3.70   | 100  | R  |       |     | To: 46-646 Beale Place Dr                                         |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Bob White Rd           | 4.15   | 250  | R  |       |     | From: 46-637 Central Hill Rd                                      |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Harry Wilson Rd        | 2.70   | 80   | R  |       |     | To: 46-646 Beale Place Dr                                         |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               | 2.75   | 150  | R  |       |     | From: 0.80 ME 46-646                                              |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | To: 46-637 Central Hill Rd                                        |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | From: US 258 Courthouse Hwy                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | To: 46-620 Foursquare Rd                                          |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | From: 46-600 Woodland Dr                                          |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | To: US 258 N; Courthouse Hwy                                      |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | From: US 258 S; Courthouse Hwy                                    |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | To: 46-620 S; Foursquare Rd                                       |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | From: 46-620 N; Foursquare Rd                                     |        |        |        |    |           |    |            |       |    | 1999 |
| (652) Comet Rd               |        |      |    |       |     | To: 46-681 Raynor Rd                                              |        |        |        |    |           |    |            |       |    | 1999 |

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| Route                       | Length | AADT  | QA | 4Tire | Bus | Truck                                                          |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|-------|----|-------|-----|----------------------------------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |       |    |       |     | 2Axle                                                          | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |       |    |       |     |                                                                |        |        |        |    |           |    |            |       |    |            |
| (653) Glen Haven Dr         | 0.60   | 110   | R  |       |     | From: 46-641 Harvest Dr<br>To: WCL Suffolk                     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (654) Quaker Rd             | 4.20   | 60    | R  |       |     | From: 46-602 Longview Dr<br>To: 46-600 S; Woodland Dr          |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (654) Carroll Bridge Rd     | 0.90   | 530   | F  | 94%   | 2%  | 3%                                                             | 0%     | 1%     | 0%     | C  | 0.116     | F  | 0.586      | 530   | F  | 2002       |
| (654) Carroll Bridge Rd     | 3.40   | 330   | R  |       |     | From: 46-644 Bowling Green Rd<br>To: 46-620 Scotts Factory Rd  |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (655) Great Springs Rd      | 2.72   | 860   | F  | 96%   | 1%  | 2%                                                             | 0%     | 0%     | 0%     | C  | 0.112     | F  | 0.723      | 860   | F  | 2002       |
|                             |        |       |    |       |     | From: 46-620 Factory Rd<br>To: SCL Smithfield                  |        |        |        |    |           |    |            |       |    |            |
| (656) Union Camp Drive      | 0.67   | 10000 | R  |       |     | From: SR 260 Great Mill Hwy<br>To: 46-691 Jamestown Lane       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (657) Antioch Rd            | 0.90   | 280   | R  |       |     | From: 46-603 Blackwater Rd<br>To: 46-638 Mill Creek Dr         |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (658)                       | 0.16   | 80    | R  |       |     | From: 46-616<br>To: Cul-de-Sac                                 |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
| (659) Kings Cove Way        | 0.40   | 160   | R  |       |     | From: Dead End<br>To: US 17; US 258 Carrollton Blvd            |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (660) Lankford Lane         | 1.07   | 210   | R  |       |     | From: 46-604 Riddick Rd<br>To: 46-620 Tan Rd                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (660) Spady Lane            | 0.40   | 20    | R  |       |     | From: 46-620 Tan Rd<br>To: Dead End                            |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (661) Cedar Grove Rd        | 1.07   | 1100  | R  |       |     | From: 46-1903<br>To: US 17 SOUTH                               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (661)                       | 2.04   | 700   | R  |       |     | From: US 17 NORTH<br>To: Dead End                              |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (662) Deep Bottom Dr        | 0.90   | 200   | R  |       |     | From: US 258; SR 32<br>To: US 17 S; Carrollton Blvd            |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (662) Channel Way/ Whipping | 2.61   | 420   | R  |       |     | From: US 17 S; Carrollton Blvd<br>To: US 17 N; Carrollton Blvd |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (663) Channel Way           | 0.40   | 20    | R  |       |     | From: 46-662<br>To: Dead End                                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (665) Campbells Chapel Way  | 0.53   | 150   | R  |       |     | From: 46-711 New Town Haven La<br>To: 46-695 Ramos Way         |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (665) Campbells Chapel Dr   | 0.37   | 140   | R  |       |     | From: 46-695 Ramos Way<br>To: 0.38 MN 46-695                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (665) Campbells Chapel Dr   | 0.09   | 440   | R  |       |     | From: 0.38 MN 46-695<br>To: US 258 Brewers Neck Blvd           |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (665) Reynolds Dr           | 0.79   | 330   | R  |       |     | From: US 258 Brewers Neck Blvd<br>To: 46-670 Norsworthy Dr     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
| (665) Reynolds Dr           | 0.75   | 1300  | F  | 97%   | 0%  | 2%                                                             | 0%     | 0%     | 0%     | F  | 0.1       | F  | 0.667      | 1300  | F  | 2002       |
|                             |        |       |    |       |     | From: 46-670 Norsworthy Dr<br>To: 46-669 W; Nike Park Rd       |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT  | QA | 4Tire | Bus                         | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |  |
|-----------------------------|--------|-------|----|-------|-----------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|--|
|                             |        |       |    |       |                             | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |  |
| <b>Isle of Wight County</b> |        |       |    |       |                             |       |        |        |        |    |           |    |            |       |    |            |  |
| (665) Reynolds Dr           | 0.72   | 1900  | F  | 97%   | 0%                          | 2%    | 0%     | 0%     | 0%     | F  | 0.11      | F  | 0.635      | 1900  | F  | 2002       |  |
|                             |        |       |    | From: | 46-669 W; Nike Park Rd      |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-669 E; Smiths Neck Rd    |       |        |        |        |    |           |    |            |       |    |            |  |
| (665) Smiths Neck Rd        | 1.03   | 7200  | F  | 97%   | 0%                          | 2%    | 0%     | 0%     | 0%     | C  | 0.102     | F  | 0.639      | 7300  | F  | 2002       |  |
|                             |        |       |    | From: | 46-669 E; Smiths Neck Rd    |       |        |        |        |    |           |    |            |       |    |            |  |
| (665) Smiths Neck Rd        | 2.09   | 1500  | F  | 97%   | 0%                          | 2%    | 0%     | 0%     | 0%     | F  | 0.105     | F  | 0.644      | 1500  | F  | 2002       |  |
|                             |        |       |    | From: | 46-668 Titus Creek Rd       |       |        |        |        |    |           |    |            |       |    |            |  |
| (665) Rainbow Rd            | 0.32   | 280   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-704 Rescue Rd            |       |        |        |        |    |           |    |            |       |    |            |  |
| (665) Riverview Bluff Way   | 0.07   | 370   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-707                      |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | Dead End                    |       |        |        |        |    |           |    |            |       |    |            |  |
| (666) Berry Hill Rd         | 0.51   | 2400  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | SR 10                       |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | NCL Smithfield              |       |        |        |        |    |           |    |            |       |    |            |  |
| (667)                       | 0.30   | 130   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-665                      |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | Dead End                    |       |        |        |        |    |           |    |            |       |    |            |  |
| (668) Titus Creek Dr        | 1.00   | 2900  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-669 Nike Park Rd         |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-665 Smiths Neck Rd       |       |        |        |        |    |           |    |            |       |    |            |  |
| (669) Smiths Neck Rd        | 0.72   | 4400  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | US 17 Carrollton Blvd       |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-665 E; Reynolds Dr       |       |        |        |        |    |           |    |            |       |    |            |  |
| (669) Nike Park Rd          | 1.40   | 2600  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 05/06/2002 |  |
|                             |        |       |    | From: | 46-665 W; Reynolds Dr       |       |        |        |        |    |           |    |            |       |    |            |  |
| (669) Nike Park Rd          | 1.51   | 10000 | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 05/06/2002 |  |
|                             |        |       |    | From: | 46-668 Titus Creek Dr       |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-704 Battery Park Rd      |       |        |        |        |    |           |    |            |       |    |            |  |
| (670)                       | 0.43   | 800   | F  | 97%   | 1%                          | 1%    | 0%     | 1%     | 0%     | C  | 0.129     | F  | 0.717      | 800   | F  | 2002       |  |
|                             |        |       |    | From: | 46-665                      |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | US 258                      |       |        |        |        |    |           |    |            |       |    |            |  |
| (671) Country Way           | 0.30   | 49    | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | Dead End                    |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-704 Todd Battery Park    |       |        |        |        |    |           |    |            |       |    |            |  |
| (672)                       | 0.56   | 290   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-673                      |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-673                      |       |        |        |        |    |           |    |            |       |    |            |  |
| (673) Purvis Lane           | 2.50   | 60    | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-621 Burwells Bay Rd      |       |        |        |        |    |           |    |            |       |    |            |  |
| (673)                       | 0.21   | 170   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-677 Wrenns Mill Rd       |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | FR-662 Gap Terminus         |       |        |        |        |    |           |    |            |       |    |            |  |
| (673)                       | 2.35   | 290   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | SR 10 BUS; Gap Terminus     |       |        |        |        |    |           |    |            |       |    |            |  |
| (673) Morgarts Beach Rd     | 1.38   | 1200  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-705 Fort Boykin Tr       |       |        |        |        |    |           |    |            |       |    |            |  |
| (673) Morgarts Beach Rd     | 2.40   | 720   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |  |
|                             |        |       |    | From: | 46-672 E Days Pt La         |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-672 E; Days Pt La        |       |        |        |        |    |           |    |            |       |    |            |  |
| (674) Blounts Corner Rd     | 0.51   | 2400  | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | 46-674 S; Blounts Corner Rd |       |        |        |        |    |           |    |            |       |    |            |  |
| (674) Blounts Corner Rd     | 0.70   | 210   | R  |       |                             |       |        |        |        |    | NA        |    | NA         |       |    | 1999       |  |
|                             |        |       |    | From: | SR 10 BUS                   |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-673 S; Days Point Rd     |       |        |        |        |    |           |    |            |       |    |            |  |
|                             |        |       |    | To:   | 46-673 N; Morgans Beach Rd  |       |        |        |        |    |           |    |            |       |    |            |  |

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| Route                       | Length | AADT | QA | 4Tire | Bus                          | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|------------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |                              | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |                              |       |        |        |        |    |           |    |            |       |    |      |
| (675) Holly Point Way       | 0.70   | 70   | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | SR 10 Old Stage Rd           |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | Dead End                     |       |        |        |        |    |           |    |            |       |    |      |
| (676) Fort Huger Dr         | 0.74   | 2900 | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | SR 10 Old Stage Hwy          |       |        |        |        |    |           |    |            |       |    |      |
| (676) Fort Huger Dr         | 0.92   | 130  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-686 Tylers Beach Rd       |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | Dead End                     |       |        |        |        |    |           |    |            |       |    |      |
| (677) Wrenns Mill Rd        | 1.70   | 70   | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-626 Mill Swamp Rd         |       |        |        |        |    |           |    |            |       |    |      |
| (677) Wrenns Mill Rd        | 1.00   | 350  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-678 Bethany Church Rd     |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | SR 10 Old Stage Hwy          |       |        |        |        |    |           |    |            |       |    |      |
| (678) Bethany Church Rd     | 2.10   | 120  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-626 Mill Swamp Rd         |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | 46-677 Wrenns Mill Rd        |       |        |        |        |    |           |    |            |       |    |      |
| (679) Woody Acres Way       | 0.10   | 210  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-709 Waterworks Rd         |       |        |        |        |    |           |    |            |       |    |      |
| (679) Bethel Church La      | 0.60   | 210  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-699 Woody Acres Way       |       |        |        |        |    |           |    |            |       |    |      |
| (679) Bethel Church La      | 0.25   | 60   | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 0.60 MN 46-699               |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | Cul-de-Sac                   |       |        |        |        |    |           |    |            |       |    |      |
| (680) Stallings Creek Dr    | 0.57   | 260  | F  | 94%   | 3%                           | 2%    | 0%     | 0%     | 0%     | F  | 0.099     | F  | 0.571      | 260   | F  | 2002 |
|                             |        |      |    | From  | 46-621 Mill Swamp Rd         |       |        |        |        |    |           |    |            |       |    |      |
| (680) Stallings Creek Dr    | 1.20   | 380  | F  | 94%   | 3%                           | 2%    | 0%     | 0%     | 0%     | F  | 0.097     | F  | 0.585      | 380   | F  | 2002 |
|                             |        |      |    | From  | 46-683 Green Level Rd        |       |        |        |        |    |           |    |            |       |    |      |
| (680) Stallings Creek Dr    | 0.52   | 430  | F  | 94%   | 3%                           | 2%    | 0%     | 0%     | 0%     | C  | 0.092     | F  | 0.59       | 440   | F  | 2002 |
|                             |        |      |    | From  | 46-681 W Comet Rd            |       |        |        |        |    |           |    |            |       |    |      |
| (680) Magnet Drive          | 3.52   | 370  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-681 E Stallings Creek Dr  |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | 46-620 Foursquare Rd         |       |        |        |        |    |           |    |            |       |    |      |
| (681) Strawberry Plains Rd  | 2.10   | 40   | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-620 Broadwater Rd         |       |        |        |        |    |           |    |            |       |    |      |
| (681) Raynor Rd             | 1.10   | 200  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-637 S; Racetrack Rd       |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | 46-637 N; Jones Town Dr      |       |        |        |        |    |           |    |            |       |    |      |
| (681) Raynor Rd             | 1.30   | 70   | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-625 Modest Neck Rd        |       |        |        |        |    |           |    |            |       |    |      |
| (681) Raynor Rd             | 1.20   | 60   | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-683 N; Halltown Rd        |       |        |        |        |    |           |    |            |       |    |      |
| (681) Comet Rd              | 0.50   | 160  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-652 Comet Rd              |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | 46-680 W; Stallings Creek Rd |       |        |        |        |    |           |    |            |       |    |      |
| (681) Stallings Creek Rd    | 1.54   | 250  | F  | 95%   | 1%                           | 3%    | 0%     | 0%     | 0%     | C  | 0.095     | F  | 0.583      | 250   | F  | 2002 |
|                             |        |      |    | From  | 46-680 E; Stallings Creek Rd |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | 46-626 Mill Swamp Rd         |       |        |        |        |    |           |    |            |       |    |      |
| (682) White House Rd        | 1.89   | 100  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-681 Raynor Rd             |       |        |        |        |    |           |    |            |       |    |      |
| (682)                       | 0.61   | 110  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 1.90 ME 46-681               |       |        |        |        |    |           |    |            |       |    |      |
| (682)                       | 0.40   | 100  | R  |       |                              |       |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    | From  | 46-683 Halltown Rd           |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To    | 46-652                       |       |        |        |        |    |           |    |            |       |    |      |

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| Route                             | Length | AADT | QA | 4Tire | Bus | Truck                                                        |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------------|--------|------|----|-------|-----|--------------------------------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                                   |        |      |    |       |     | 2Axle                                                        | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b>       |        |      |    |       |     |                                                              |        |        |        |    |           |    |            |       |    |      |
| (682)                             | 1.90   | 90   | R  |       |     | From: 46-652<br>To: 46-680                                   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (683) Halltown Rd                 | 1.20   | 60   | R  |       |     | From: 46-682 White House Rd<br>To: 46-681 N; Raynor Rd       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (683) Dews Plantation Rd          | 1.30   | 70   | R  |       |     | From: 46-681 S; Raynor Rd<br>To: 46-623 Green Level Rd       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (683) Green Level Rd              | 0.90   | 200  | R  |       |     | From: 46-623 Green Level Rd<br>To: 46-680 Stallings Ck Rd    |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (684) Mullet Dr                   | 0.60   | 70   | R  |       |     | From: 46-625 Pons Rd<br>To: Surry County Line                |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (686)                             | 1.30   | 220  | R  |       |     | From: Dead End<br>To: 46-676                                 |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (687) Parsons Dr                  | 0.80   | 90   | R  |       |     | From: 46-611 Joyners Bridge Rd<br>To: 46-610 Buckhorn Dr     |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (688) Avis Drive                  | 0.14   | 90   | R  |       |     | From: 46-641 Colosse Rd<br>To: 46-633 Rhodes Dr              |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (689)                             | 0.28   | 170  | R  |       |     | From: US 258 WEST<br>To: US 258 EAST                         |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| <b>Nansemond Maintenance Area</b> |        |      |    |       |     |                                                              |        |        |        |    |           |    |            |       |    |      |
| (690) Ennis Mill Rd               | 0.20   | 120  | R  |       |     | From: US 460 Pruden Blvd<br>To: 46-636 Old Suffolk Rd        |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (690) Ennis Mill Rd               | 0.10   | 160  | R  |       |     | From: 46-636 Old Suffolk Rd<br>To: WCL Suffolk               |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| <b>Isle of Wight County</b>       |        |      |    |       |     |                                                              |        |        |        |    |           |    |            |       |    |      |
| (690) Ennis Mill Rd               | 1.40   | 150  | R  |       |     | From: WCL Suffolk<br>To: 46-606 Five Forks Rd                |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (691)                             | 0.43   | 6200 | R  |       |     | From: Dead End<br>To: 0.43 MW Dead End                       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (691)                             | 0.16   | 9800 | R  |       |     | From: 0.43 MW Dead End<br>To: 46-656                         |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (691)                             | 0.68   | 2000 | F  | 87%   | 0%  | 3%                                                           | 3%     | 7%     | 0%     | C  | 0.082     | F  | 0.732      | 2000  | F  | 2002 |
| (692) Poor House Rd               | 1.60   | 120  | R  |       |     | From: US 258 Courthouse Hwy<br>To: 46-652 S; Bob White Rd    |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (692) Uzzell Church Rd            | 1.60   | 120  | R  |       |     | From: 46-652 N; Bob White Rd<br>To: 46-654 Carroll Bridge Rd |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (693) Gayle Way                   | 0.30   | 260  | R  |       |     | From: Dead End<br>To: 46-711 New Towne Haven La              |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (694) Farmland Rd                 | 0.78   | 100  | R  |       |     | From: 46-612 Outland Dr<br>To: Dead End                      |        |        |        |    | NA        |    |            | NA    |    | 1999 |

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| Route                       | Length | AADT | QA | 4Tire | Bus                        | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|----------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |                            | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |                            |       |        |        |        |    |           |    |            |       |    |      |
| (695) Ramos Way             | 0.30   | 80   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-665 Campbells Chapel Dr |       |        |        |        |    |           |    |            |       |    |      |
| (696) Pruden Rd             | 2.00   | 100  | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-615 Holly Run Dr        |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-641 Colosse Rd          |       |        |        |        |    |           |    |            |       |    |      |
| (697) Mount Holly Ck Lane   | 1.40   | 120  | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-709 Waterworks Rd       |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
| (698)                       | 0.01   | 10   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-611                     |       |        |        |        |    |           |    |            |       |    |      |
| (699) Woody Acres way       | 0.83   | 70   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-679 Bethel Church La    |       |        |        |        |    |           |    |            |       |    |      |
| (700) Braswell Dr           | 1.60   | 60   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-606 Five Forks Rd       |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-600 Blue Ridge Trail    |       |        |        |        |    |           |    |            |       |    |      |
| (701)                       | 0.07   | 20   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | US 258                     |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-644                     |       |        |        |        |    |           |    |            |       |    |      |
| (702) Bradbys Lane          | 1.00   | 120  | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-676 Fort Huger Rd       |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
| (703)                       | 0.40   | 60   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | SR 10                      |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
| (704) Battery Park Rd       | 0.95   | 8700 | F  | 97%   | 0%                         | 2%    | 0%     | 0%     | 0%     | C  | 0.093     | F  | 0.546      | 8800  | F  | 2002 |
|                             |        |      |    | From: | ECL Smithfield             |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-669 Nike Park Rd        |       |        |        |        |    |           |    |            |       |    |      |
| (704) Battery Park Rd       | 1.23   | 4000 | F  | 97%   | 0%                         | 2%    | 0%     | 0%     | 0%     | F  | 0.095     | F  | 0.679      | 4000  | F  | 2002 |
|                             |        |      |    | From: | 46-671 Country Way         |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-1002; 46-1009           |       |        |        |        |    |           |    |            |       |    |      |
| (704) Todd Ave/Warwick St   | 0.49   | 1100 | F  | 97%   | 0%                         | 2%    | 0%     | 0%     | 0%     | F  | 0.097     | F  | 0.533      | 1100  | F  | 2002 |
|                             |        |      |    | From: | 46-1002 Newport St         |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-665 Smiths Neck Rd      |       |        |        |        |    |           |    |            |       |    |      |
| (704) Rescue Rd             | 1.30   | 870  | F  | 97%   | 0%                         | 2%    | 0%     | 0%     | 0%     | F  | 0.106     | F  | 0.546      | 870   | F  | 2002 |
|                             |        |      |    | From: | 46-673                     |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
| (705)                       | 0.10   | 8    | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | US 258                     |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | US 258                     |       |        |        |        |    |           |    |            |       |    |      |
| (706)                       | 0.16   | 47   | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | Dead End                   |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-665                     |       |        |        |        |    |           |    |            |       |    |      |
| (707) Rainbow Rd            | 0.65   | 190  | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-680 Magnet Dr           |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | 46-626 Mill Swamp Rd       |       |        |        |        |    |           |    |            |       |    |      |
| (708) Emmanuel Church Rd    | 1.65   | 150  | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-680 Magnet Dr           |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | US 258 Courthouse Hwy      |       |        |        |        |    |           |    |            |       |    |      |
| (709) Waterworks Rd         | 2.93   | 720  | R  |       |                            |       |        |        |        |    |           |    |            |       |    | 1999 |
|                             |        |      |    | From: | 46-655 Great Spring Rd     |       |        |        |        |    |           |    |            |       |    |      |
|                             |        |      |    | To:   | FR-660                     |       |        |        |        |    |           |    |            |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                        |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |            |
| (711) New Town Haven Lane   | 1.40   | 440  | R  |       |     | From: Dead End               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
| (711) New Town Haven La     | 0.14   | 440  | R  |       |     | From: US 258; SR 32          |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-670 Norsworthy Dr     |        |        |        |    |           |    |            |       |    |            |
| (712)                       | 0.92   | 220  | R  |       |     | From: 46-665                 |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac               |        |        |        |    |           |    |            |       |    |            |
| (713) Blairs Creek Way      | 0.43   | 110  | R  |       |     | From: 46-699 Woody Acres Way |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |            |
| (720)                       | 0.50   | 40   | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-624                   |        |        |        |    |           |    |            |       |    |            |
| (730) Laurel Wood Drive     | 0.34   | NA   |    |       |     | From: US 17                  |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |            |
| (1001)                      | 0.08   | 60   | R  |       |     | From: Dead End               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-704                   |        |        |        |    |           |    |            |       |    |            |
| (1002)                      | 0.12   | 100  | R  |       |     | From: 46-704; 46-1009        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |            |
| (1003)                      | 0.03   | 46   | R  |       |     | From: Dead End               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1009                  |        |        |        |    |           |    |            |       |    |            |
| (1003)                      | 0.08   | 210  | R  |       |     | From: 46-1009                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1004                  |        |        |        |    |           |    |            |       |    |            |
| (1004)                      | 0.05   | 20   | R  |       |     | From: 46-1002                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1003                  |        |        |        |    |           |    |            |       |    |            |
| (1004)                      | 0.13   | 130  | R  |       |     | From: 46-1003                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |            |
| (1005)                      | 0.12   | 70   | R  |       |     | From: Dead End               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-704                   |        |        |        |    |           |    |            |       |    |            |
| (1005)                      | 0.09   | 510  | R  |       |     | From: 46-704                 |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1006                  |        |        |        |    |           |    |            |       |    |            |
| (1005)                      | 0.06   | 180  | R  |       |     | From: 46-1006                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1007                  |        |        |        |    |           |    |            |       |    |            |
| (1005)                      | 0.03   | 60   | R  |       |     | From: 46-1007                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |            |
| (1006)                      | 0.10   | 260  | R  |       |     | From: Dead End               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1005                  |        |        |        |    |           |    |            |       |    |            |
| (1007)                      | 0.13   | 120  | R  |       |     | From: 46-1005                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |            |
| (1008)                      | 0.08   | 80   | R  |       |     | From: Dead End               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-704                   |        |        |        |    |           |    |            |       |    |            |
| (1009)                      | 0.05   | 210  | R  |       |     | From: 46-704; 46-1002        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1003                  |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                           |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                           | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                                 |        |        |        |    |           |    |            |       |    |            |
| (1015)                      | 0.08   | 45   | R  |       |     | From: Cul-de-Sac                |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-676                      |        |        |        |    |           |    |            |       |    |            |
| (1018)                      | 0.26   | 120  | R  |       |     | From: US 258                    |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1019                     |        |        |        |    |           |    |            |       |    |            |
| (1018)                      | 0.22   | 120  | R  |       |     | From: 46-1019                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1021                     |        |        |        |    |           |    |            |       |    |            |
| (1018)                      | 0.09   | 90   | R  |       |     | From: 46-1021                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1022                     |        |        |        |    |           |    |            |       |    |            |
| (1018)                      | 0.14   | 20   | R  |       |     | From: Dead End                  |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1021                     |        |        |        |    |           |    |            |       |    |            |
| (1019)                      | 0.19   | 30   | R  |       |     | From: 46-1021                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1020                     |        |        |        |    |           |    |            |       |    |            |
| (1019)                      | 0.32   | 47   | R  |       |     | From: 46-1020                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1021                     |        |        |        |    |           |    |            |       |    |            |
| (1019)                      | 0.05   | 20   | R  |       |     | From: 46-1021                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac                  |        |        |        |    |           |    |            |       |    |            |
| (1020)                      | 0.20   | 110  | R  |       |     | From: 46-1019                   |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1021                     |        |        |        |    |           |    |            |       |    |            |
| (1021)                      | 0.21   | 90   | R  |       |     | From: 46-1019                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1018                     |        |        |        |    |           |    |            |       |    |            |
| (1021)                      | 0.10   | 40   | R  |       |     | From: 46-1018                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1020                     |        |        |        |    |           |    |            |       |    |            |
| (1021)                      | 0.13   | 100  | R  |       |     | From: 46-1020                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1019                     |        |        |        |    |           |    |            |       |    |            |
| (1022)                      | 0.06   | 20   | R  |       |     | From: Cul-de-Sac                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1018                     |        |        |        |    |           |    |            |       |    |            |
| (1022)                      | 0.17   | 30   | R  |       |     | From: 46-1018                   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac                  |        |        |        |    |           |    |            |       |    |            |
| (1023)                      | 0.20   | 100  | R  |       |     | From: Dead End                  |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1018                     |        |        |        |    |           |    |            |       |    |            |
| (1030)                      | 0.17   | 70   | R  |       |     | From: 46-654                    |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac                  |        |        |        |    |           |    |            |       |    |            |
| (1032)                      | 0.26   | 130  | R  |       |     | From: Cul-de-Sac                |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: SR 10; Isle of Wight Ind Pk |        |        |        |    |           |    |            |       |    |            |
| (1033)                      | 0.09   | 30   | R  |       |     | From: 46-1032                   |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Dead End                    |        |        |        |    |           |    |            |       |    |            |
| (1035)                      | 0.21   | 80   | R  |       |     | From: Cul-de-Sac                |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-626                      |        |        |        |    |           |    |            |       |    |            |
| (1144)                      | 0.17   | 30   | R  |       |     | From: NCL Smithfield            |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End                    |        |        |        |    |           |    |            |       |    |            |
| (1150)                      | 0.07   | NA   |    |       |     | From: 46-01190(B)/              |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: 46-01190(R)/46-01151(L)/    |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                          |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|--------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                          | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                                |        |        |        |    |           |    |            |       |    |            |
| (1151)                      | 0.66   | NA   |    |       |     | From: 46-01152(L)/             |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: Shadow of:733779/          |        |        |        |    |           |    |            |       |    |            |
| (1152)                      | 0.08   | NA   |    |       |     | From: 46-01151(R)/             |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/                |        |        |        |    |           |    |            |       |    |            |
| (1153)                      | 0.07   | NA   |    |       |     | From: 46-01151(B)/             |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/                |        |        |        |    |           |    |            |       |    |            |
| (1154)                      | 0.11   | NA   |    |       |     | From: 46-01151(B)/RT 1154(U)/  |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: 46-01151(B)/RT 1154(U)/    |        |        |        |    |           |    |            |       |    |            |
| (1155)                      | 0.04   | NA   |    |       |     | From: Cul-de-Sac/              |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: 46-01151(B)/               |        |        |        |    |           |    |            |       |    |            |
| (1156)                      | 0.06   | NA   |    |       |     | From: 46-01151(B)/46-01157(U)/ |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/                |        |        |        |    |           |    |            |       |    |            |
| (1157)                      | 0.08   | NA   |    |       |     | From: 46-01158(B)/             |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: 46-01151(B)/46-01156(U)/   |        |        |        |    |           |    |            |       |    |            |
| (1158)                      | 0.12   | NA   |    |       |     | From: Cul-de-Sac/              |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/                |        |        |        |    |           |    |            |       |    |            |
| (1169)                      | 0.15   | NA   |    |       |     | From: Cul-de-Sac/              |        |        |        |    | NA        |    |            | NA    |    |            |
|                             |        |      |    |       |     | To: 46-01190(L)/               |        |        |        |    |           |    |            |       |    |            |
| (1170)                      | 1.07   | 620  | R  |       |     | From: 46-704; 46-1190          |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: End Loop                   |        |        |        |    |           |    |            |       |    |            |
| (1171)                      | 0.39   | 270  | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac                 |        |        |        |    |           |    |            |       |    |            |
| (1172)                      | 0.12   | 90   | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1171                    |        |        |        |    |           |    |            |       |    |            |
| (1173)                      | 0.10   | 90   | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1170                    |        |        |        |    |           |    |            |       |    |            |
| (1174)                      | 0.06   | 60   | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1170                    |        |        |        |    |           |    |            |       |    |            |
| (1175)                      | 0.07   | 160  | R  |       |     | From: 46-1176                  |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1170                    |        |        |        |    |           |    |            |       |    |            |
| (1176)                      | 0.19   | 120  | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac                 |        |        |        |    |           |    |            |       |    |            |
| (1177)                      | 0.06   | 70   | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1176                    |        |        |        |    |           |    |            |       |    |            |
| (1178)                      | 0.12   | 100  | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1170                    |        |        |        |    |           |    |            |       |    |            |
| (1179)                      | 0.06   | 80   | R  |       |     | From: Cul-de-Sac               |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1170                    |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                 |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|-----------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                 | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                       |        |        |        |    |           |    |            |       |    |            |
| (1180)                      | 0.17   | 120  | R  |       |     | From: 46-1170         |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1181)                      | 0.16   | 200  | R  |       |     | From: 46-1170         |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1182)                      | 0.13   | 110  | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1183)                      | 0.13   | 200  | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1170           |        |        |        |    |           |    |            |       |    |            |
| (1184)                      | 0.08   | 90   | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1183           |        |        |        |    |           |    |            |       |    |            |
| (1185)                      | 0.24   | 40   | R  |       |     | From: 46-1170         |        |        |        |    | NA        |    | NA         |       |    | 02/21/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1186)                      | 0.06   | 70   | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1185           |        |        |        |    |           |    |            |       |    |            |
| (1187)                      | 0.06   | 80   | R  |       |     | From: 46-1185         |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1188)                      | 0.12   | 100  | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1189)                      | 0.09   | 20   | R  |       |     | From: 46-1171         |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.09   | 100  | R  |       |     | From: 46-704; 46-1170 |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1191           |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.11   | 45   | R  |       |     | From: 46-1191         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1192           |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.06   | 47   | R  |       |     | From: 46-1192         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1193           |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.06   | 60   | R  |       |     | From: 46-1193         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1195           |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.05   | 70   | R  |       |     | From: 46-1195         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1196 NORTH     |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.02   | 40   | R  |       |     | From: 46-1196 NORTH   |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1196 SOUTH     |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.25   | NA   |    |       |     | From: 46-1196 SOUTH   |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: 46-1196           |        |        |        |    |           |    |            |       |    |            |
| (1190)                      | 0.16   | NA   |    |       |     | From: 46-1169         |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: 46-1151; 46-1150  |        |        |        |    |           |    |            |       |    |            |
| (1191)                      | 0.05   | 60   | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1190           |        |        |        |    |           |    |            |       |    |            |
| (1192)                      | 0.06   | 20   | R  |       |     | From: Cul-de-Sac      |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1190           |        |        |        |    |           |    |            |       |    |            |
| (1192)                      | 0.23   | 47   | R  |       |     | From: 46-1190         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac        |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck               |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle               | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |     |                     |        |        |        |    |           |    |            |       |    |      |
| (1193)                      | 0.04   | 60   | R  |       |     | From: 46-1190       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1193)                      | 0.01   | 30   | R  |       |     | To: 46-1194 SOUTH   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1193)                      | 0.09   | 45   | R  |       |     | From: 46-1194 NORTH |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1193)                      |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |      |
| (1194)                      | 0.12   | 80   | R  |       |     | From: 46-1193 SOUTH |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1194)                      |        |      |    |       |     | To: 46-1193 NORTH   |        |        |        |    |           |    |            |       |    |      |
| (1195)                      | 0.08   | 50   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1195)                      |        |      |    |       |     | To: 46-1190         |        |        |        |    |           |    |            |       |    |      |
| (1196)                      | 0.12   | 80   | R  |       |     | From: 46-1190 SOUTH |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1196)                      |        |      |    |       |     | To: 46-1190 NORTH   |        |        |        |    |           |    |            |       |    |      |
| (1197)                      | 0.18   | NA   |    |       |     | From: Cul-de-Sac/   |        |        |        |    | NA        |    |            | NA    |    |      |
| (1197)                      |        |      |    |       |     | To: 46-01190(B)/    |        |        |        |    |           |    |            |       |    |      |
| (1198)                      | 0.07   | NA   |    |       |     | From: Cul-de-Sac/   |        |        |        |    | NA        |    |            | NA    |    |      |
| (1198)                      |        |      |    |       |     | To: 46-01197(B)/    |        |        |        |    |           |    |            |       |    |      |
| (1199)                      | 0.07   | NA   |    |       |     | From: 46-01197(B)/  |        |        |        |    | NA        |    |            | NA    |    |      |
| (1199)                      |        |      |    |       |     | To: Cul-de-Sac/     |        |        |        |    |           |    |            |       |    |      |
| (1201)                      | 0.10   | 890  | R  |       |     | From: US 258        |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1201)                      |        |      |    |       |     | To: US 258          |        |        |        |    |           |    |            |       |    |      |
| (1205)                      | 0.08   | 1200 | R  |       |     | From: 46-620        |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1205)                      |        |      |    |       |     | To: 46-1206         |        |        |        |    |           |    |            |       |    |      |
| (1205)                      | 0.10   | 240  | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1205)                      |        |      |    |       |     | To: Dead End        |        |        |        |    |           |    |            |       |    |      |
| (1206)                      | 0.07   | 300  | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1206)                      |        |      |    |       |     | To: 46-1207         |        |        |        |    |           |    |            |       |    |      |
| (1206)                      | 0.14   | 610  | R  |       |     | From: 46-1205       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1206)                      |        |      |    |       |     | To: 46-1206         |        |        |        |    |           |    |            |       |    |      |
| (1207)                      | 0.27   | 370  | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1207)                      |        |      |    |       |     | To: Dead End        |        |        |        |    |           |    |            |       |    |      |
| (1210)                      | 0.14   | 590  | R  |       |     | From: 46-620        |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1210)                      |        |      |    |       |     | To: 46-1211         |        |        |        |    |           |    |            |       |    |      |
| (1210)                      | 0.16   | 300  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1210)                      |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |      |
| (1211)                      | 0.23   | 360  | R  |       |     | From: 46-1210       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1211)                      |        |      |    |       |     | To: 46-1212         |        |        |        |    |           |    |            |       |    |      |
| (1211)                      | 0.08   | 20   | R  |       |     | From: 46-1212       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1211)                      |        |      |    |       |     | To: 46-1213         |        |        |        |    |           |    |            |       |    |      |
| (1211)                      | 0.02   | 130  | R  |       |     | From: 46-1213       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1211)                      |        |      |    |       |     | To: 46-1214         |        |        |        |    |           |    |            |       |    |      |
| (1211)                      | 0.08   | 30   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1211)                      |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle               | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                     |        |        |        |    |           |    |            |       |    |            |
| (1212)                      | 0.06   | 60   | R  |       |     | From: 46-1211       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1213)                      | 0.10   | 40   | R  |       |     | From: 46-1211       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1214)                      | 0.12   | 45   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1211         |        |        |        |    |           |    |            |       |    |            |
| (1216)                      | 0.32   | 60   | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-655          |        |        |        |    |           |    |            |       |    |            |
| (1220)                      | 0.11   | 320  | R  |       |     | From: 46-1221       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-620          |        |        |        |    |           |    |            |       |    |            |
| (1221)                      | 0.21   | 47   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1220         |        |        |        |    |           |    |            |       |    |            |
| (1221)                      | 0.06   | 140  | R  |       |     | From: 46-1220       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1301)                      | 0.18   | 140  | R  |       |     | From: 46-647        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-637          |        |        |        |    |           |    |            |       |    |            |
| (1302)                      | 0.31   | 80   | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-637          |        |        |        |    |           |    |            |       |    |            |
| (1303)                      | 0.25   | 120  | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-637          |        |        |        |    |           |    |            |       |    |            |
| (1304)                      | 0.16   | 80   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-637          |        |        |        |    |           |    |            |       |    |            |
| (1401)                      | 0.32   | 300  | R  |       |     | From: 46-1402       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1408         |        |        |        |    |           |    |            |       |    |            |
| (1401)                      | 0.01   | 930  | R  |       |     | From: 46-1408       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: SR 10 BUS       |        |        |        |    |           |    |            |       |    |            |
| (1402)                      | 0.85   | 160  | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1401         |        |        |        |    |           |    |            |       |    |            |
| (1402)                      | 0.05   | 270  | R  |       |     | From: 46-1401       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: SR 10 BUS       |        |        |        |    |           |    |            |       |    |            |
| (1403)                      | 0.16   | 120  | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: SR 10 BUS       |        |        |        |    |           |    |            |       |    |            |
| (1405)                      | 0.10   | 30   | R  |       |     | From: Dead End      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1407         |        |        |        |    |           |    |            |       |    |            |
| (1405)                      | 0.14   | 190  | R  |       |     | From: 46-1407       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-672; 46-1406 |        |        |        |    |           |    |            |       |    |            |
| (1406)                      | 0.35   | 80   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-672; 46-1405 |        |        |        |    |           |    |            |       |    |            |
| (1407)                      | 0.17   | 140  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1405         |        |        |        |    |           |    |            |       |    |            |

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|-----------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                             |        |        |        |    |           |    |            |       |    |            |
| (1408)                      | 0.28   | 300  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1401                 |        |        |        |    |           |    |            |       |    |            |
| (1410)                      | 0.26   | 130  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: SR 10 BUS               |        |        |        |    |           |    |            |       |    |            |
| (1411)                      | 0.47   | 170  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1414 Kings Pt        |        |        |        |    |           |    |            |       |    |            |
| (1412)                      | 0.30   | 140  | R  |       |     | From: 46-1415               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1411                 |        |        |        |    |           |    |            |       |    |            |
| (1413)                      | 0.15   | 110  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1411                 |        |        |        |    |           |    |            |       |    |            |
| (1414)                      | 0.40   | 150  | R  |       |     | From: 46-1417               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: SR 10 BUS               |        |        |        |    |           |    |            |       |    |            |
| (1415)                      | 0.23   | 150  | R  |       |     | From: Autumn Court          |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1414 Plantation Lane |        |        |        |    |           |    |            |       |    |            |
| (1416)                      | 0.14   | 140  | R  |       |     | From: 46-1415               |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: Dead End                |        |        |        |    |           |    |            |       |    |            |
| (1417)                      | 0.11   | 110  | R  |       |     | From: Dead End              |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1414                 |        |        |        |    |           |    |            |       |    |            |
| (1420)                      | 0.46   | 180  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-602                  |        |        |        |    |           |    |            |       |    |            |
| (1421)                      | 0.22   | 80   | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-1420                 |        |        |        |    |           |    |            |       |    |            |
| (1422)                      | 0.07   | 50   | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-602                  |        |        |        |    |           |    |            |       |    |            |
| (1430)                      | 0.56   | 300  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-600                  |        |        |        |    |           |    |            |       |    |            |
| (1435)                      | 0.43   | 60   | R  |       |     | From: 46-600                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac              |        |        |        |    |           |    |            |       |    |            |
| (1436)                      | 0.10   | 80   | R  |       |     | From: 46-1435               |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac              |        |        |        |    |           |    |            |       |    |            |
| (1437)                      | 0.15   | 170  | R  |       |     | From: 46-600                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1435                 |        |        |        |    |           |    |            |       |    |            |
| (1440)                      | 0.40   | 100  | R  |       |     | From: Cul-de-Sac            |        |        |        |    | NA        |    | NA         |       |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-630                  |        |        |        |    |           |    |            |       |    |            |
| (1501)                      | 0.18   | 130  | R  |       |     | From: US 258                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: US 258                  |        |        |        |    |           |    |            |       |    |            |
| (1601)                      | 0.03   | 940  | R  |       |     | From: 46-691                |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: US 58 BUS               |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                   |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|-------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                   | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                         |        |        |        |    |           |    |            |       |    |            |
| (1602)                      | 0.02   | 1200 | R  |       |     | From: 46-691            |        |        |        |    |           |    |            |       |    | 1999       |
| (1602)                      | 0.26   | 620  | R  |       |     | To: 46-1604             |        |        |        |    |           |    |            |       |    | 1999       |
| (1602)                      | 0.12   | 340  | R  |       |     | From: 46-1610           |        |        |        |    |           |    |            |       |    | 1999       |
| (1602)                      | 0.11   | 330  | R  |       |     | To: 46-1611             |        |        |        |    |           |    |            |       |    | 1999       |
| (1602)                      | 0.01   | 410  | R  |       |     | From: 46-1609           |        |        |        |    |           |    |            |       |    | 1999       |
| (1602)                      |        |      |    |       |     | To: 46-1603             |        |        |        |    |           |    |            |       |    |            |
| (1603)                      | 0.08   | 2300 | R  |       |     | From: 46-656            |        |        |        |    |           |    |            |       |    | 1986       |
| (1603)                      | 0.09   | 2600 | R  |       |     | To: 46-617              |        |        |        |    |           |    |            |       |    |            |
| (1603)                      |        |      |    |       |     | From: SR 260; 46-617    |        |        |        |    |           |    |            |       |    | 1999       |
| (1603)                      | 0.06   | 2700 | R  |       |     | To: 46-1604             |        |        |        |    |           |    |            |       |    | 1999       |
| (1603)                      | 0.22   | 2600 | R  |       |     | From: 46-1602           |        |        |        |    |           |    |            |       |    | 1999       |
| (1603)                      | 0.71   | 900  | R  |       |     | To: 46-616              |        |        |        |    |           |    |            |       |    | 1999       |
| (1603)                      |        |      |    |       |     | From: US 258; US 58 BUS |        |        |        |    |           |    |            |       |    |            |
| (1604)                      | 0.23   | 450  | R  |       |     | To: 46-1602             |        |        |        |    |           |    |            |       |    | 1999       |
| (1604)                      | 0.19   | 350  | R  |       |     | From: 46-1610           |        |        |        |    |           |    |            |       |    | 1999       |
| (1604)                      |        |      |    |       |     | To: 46-1603             |        |        |        |    |           |    |            |       |    |            |
| (1606)                      | 0.01   | 1300 | R  |       |     | From: US 58 BUS         |        |        |        |    |           |    |            |       |    | 1999       |
| (1606)                      | 0.07   | 630  | R  |       |     | To: 46-1608 SOUTH       |        |        |        |    |           |    |            |       |    | 1999       |
| (1606)                      | 0.16   | 110  | R  |       |     | From: 46-1608 NORTH     |        |        |        |    |           |    |            |       |    | 1999       |
| (1606)                      |        |      |    |       |     | To: Dead End            |        |        |        |    |           |    |            |       |    |            |
| (1608)                      | 0.13   | 70   | R  |       |     | From: 46-1606           |        |        |        |    |           |    |            |       |    | 1999       |
| (1608)                      |        |      |    |       |     | To: Dead End            |        |        |        |    |           |    |            |       |    |            |
| (1609)                      | 0.10   | 110  | R  |       |     | From: Dead End          |        |        |        |    |           |    |            |       |    | 1999       |
| (1610)                      | 0.05   | 160  | R  |       |     | To: 46-1602             |        |        |        |    |           |    |            |       |    |            |
| (1610)                      | 0.05   | 160  | R  |       |     | From: 46-617            |        |        |        |    |           |    |            |       |    | 1999       |
| (1610)                      | 0.10   | 100  | R  |       |     | To: 46-1604             |        |        |        |    |           |    |            |       |    | 1999       |
| (1610)                      | 0.07   | 120  | R  |       |     | From: 46-1611           |        |        |        |    |           |    |            |       |    | 1999       |
| (1610)                      |        |      |    |       |     | To: 46-1602             |        |        |        |    |           |    |            |       |    |            |
| (1611)                      | 0.13   | 80   | R  |       |     | From: 46-1610           |        |        |        |    |           |    |            |       |    | 1999       |
| (1611)                      |        |      |    |       |     | To: 46-1602             |        |        |        |    |           |    |            |       |    |            |
| (1620)                      | 0.27   | 240  | R  |       |     | From: Dead End          |        |        |        |    |           |    |            |       |    | 02/21/2002 |
| (1620)                      |        |      |    |       |     | To: 46-677              |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                        |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |            |
| (1621)                      | 0.07   | 20   | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1620                  |        |        |        |    |           |    |            |       |    |            |
| (1622)                      | 0.12   | 45   | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1620                  |        |        |        |    |           |    |            |       |    |            |
| (1623)                      | 0.12   | 60   | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    |            | NA    |    | 02/21/2002 |
|                             |        |      |    |       |     | To: 46-1620                  |        |        |        |    |           |    |            |       |    |            |
| (1701)                      | 0.32   | 370  | R  |       |     | From: 46-632                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: US 58 BUS                |        |        |        |    |           |    |            |       |    |            |
| (1702)                      | 0.20   | 130  | R  |       |     | From: Dead End               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: US 58 BUS; 46-641        |        |        |        |    |           |    |            |       |    |            |
| (1730)                      | 0.33   | 270  | R  |       |     | From: US 460                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac               |        |        |        |    |           |    |            |       |    |            |
| (1731)                      | 0.08   | 160  | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1730                  |        |        |        |    |           |    |            |       |    |            |
| (1732)                      | 0.08   | 70   | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1730                  |        |        |        |    |           |    |            |       |    |            |
| (1733)                      | 0.24   | 46   | R  |       |     | From: 46-1730                |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac               |        |        |        |    |           |    |            |       |    |            |
| <b>Town of Windsor</b>      |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |            |
| (1800)                      | 0.06   | 50   | R  |       |     | From: Dead End               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1803                  |        |        |        |    |           |    |            |       |    |            |
| (1801)                      | 0.10   | 60   | R  |       |     | From: 46-603                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Dead End; Gap Terminus   |        |        |        |    |           |    |            |       |    |            |
| (1801)                      | 0.01   | 70   | R  |       |     | From: Dead End; Gap Terminus |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1802                  |        |        |        |    |           |    |            |       |    |            |
| (1801)                      | 0.04   | 190  | R  |       |     | From: 46-1802                |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: US 460                   |        |        |        |    |           |    |            |       |    |            |
| (1802)                      | 0.13   | 40   | R  |       |     | From: Dead End               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1804                  |        |        |        |    |           |    |            |       |    |            |
| (1802)                      | 0.02   | 430  | R  |       |     | From: 46-1804                |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-610                   |        |        |        |    |           |    |            |       |    |            |
| (1802)                      | 0.04   | 180  | R  |       |     | From: 46-610                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-603                   |        |        |        |    |           |    |            |       |    |            |
| (1802)                      | 0.16   | 150  | R  |       |     | From: 46-603                 |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1801                  |        |        |        |    |           |    |            |       |    |            |
| (1803)                      | 0.02   | 120  | R  |       |     | From: Dead End               |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1800                  |        |        |        |    |           |    |            |       |    |            |
| (1803)                      | 0.08   | 180  | R  |       |     | From: 46-1800                |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: US 460                   |        |        |        |    |           |    |            |       |    |            |
| (1804)                      | 0.06   | 260  | R  |       |     | From: 46-1802                |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: US 460                   |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck              |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Town of Windsor</b>      |        |      |    |       |     |                    |        |        |        |    |           |    |            |       |    |      |
| (1805)                      | 0.16   | 750  | R  |       |     | From: US 460       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1805)                      | 0.02   | 600  | R  |       |     | To: 46-1817        |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1805)                      | 0.05   | 720  | R  |       |     | From: 46-1814      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1805)                      |        |      |    |       |     | To: 46-603         |        |        |        |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |     |                    |        |        |        |    |           |    |            |       |    |      |
| (1806)                      | 0.11   | 70   | R  |       |     | From: 46-603       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1806)                      |        |      |    |       |     | To: 46-1807        |        |        |        |    |           |    |            |       |    |      |
| (1807)                      | 0.05   | 30   | R  |       |     | From: 46-1806      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1807)                      |        |      |    |       |     | To: 46-1808        |        |        |        |    |           |    |            |       |    |      |
| (1808)                      | 0.11   | 60   | R  |       |     | From: 46-603       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1808)                      |        |      |    |       |     | To: 46-1807        |        |        |        |    |           |    |            |       |    |      |
| <b>Town of Windsor</b>      |        |      |    |       |     |                    |        |        |        |    |           |    |            |       |    |      |
| (1809)                      | 0.09   | 100  | R  |       |     | From: US 460       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1809)                      |        |      |    |       |     | To: Dead End       |        |        |        |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |     |                    |        |        |        |    |           |    |            |       |    |      |
| (1810)                      | 0.10   | 730  | R  |       |     | From: US 258       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1810)                      |        |      |    |       |     | To: WCL Windsor    |        |        |        |    |           |    |            |       |    |      |
| <b>Town of Windsor</b>      |        |      |    |       |     |                    |        |        |        |    |           |    |            |       |    |      |
| (1810)                      | 0.02   | 730  | N  |       |     | From: WCL Windsor  |        |        |        |    | NA        |    | 0          | N     |    | 1999 |
| (1810)                      |        |      |    |       |     | To: 46-603         |        |        |        |    |           |    |            |       |    |      |
| (1811)                      | 0.07   | 150  | R  |       |     | From: 46-610       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1811)                      |        |      |    |       |     | To: 46-1812        |        |        |        |    |           |    |            |       |    |      |
| (1812)                      | 0.24   | 350  | R  |       |     | From: 46-603       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1812)                      |        |      |    |       |     | To: 46-1824        |        |        |        |    |           |    |            |       |    |      |
| (1812)                      | 0.05   | 240  | R  |       |     | From: 46-1811      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1812)                      | 0.02   | 220  | R  |       |     | From: 46-1813      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1812)                      | 0.03   | 20   | R  |       |     | To: Dead End       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1812)                      |        |      |    |       |     | From: 46-1812      |        |        |        |    |           |    |            |       |    |      |
| (1813)                      | 0.29   | 100  | R  |       |     | To: Dead End       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1814)                      | 0.29   | 110  | R  |       |     | From: US 460       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1814)                      |        |      |    |       |     | To: 46-1805        |        |        |        |    |           |    |            |       |    |      |
| (1815)                      | 0.09   | 70   | R  |       |     | From: US 258 South |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1815)                      |        |      |    |       |     | To: 46-1816        |        |        |        |    |           |    |            |       |    |      |
| (1815)                      | 0.08   | 100  | R  |       |     | From: US 258 North |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1815)                      |        |      |    |       |     | To: 46-1815        |        |        |        |    |           |    |            |       |    |      |
| (1816)                      | 0.03   | 70   | R  |       |     | From: 46-1815      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
| (1816)                      |        |      |    |       |     | To: Dead End       |        |        |        |    |           |    |            |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                        |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Town of Windsor</b>      |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |      |
| (1817)                      | 0.06   | 240  | R  |       |     | From: 46-1805                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1817)                      | 0.07   | 80   | R  |       |     | From: 46-1818                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac               |        |        |        |    |           |    |            |       |    |      |
| (1818)                      | 0.14   | 100  | R  |       |     | From: Cul-de-Sac             |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    |       |     | To: 46-1817                  |        |        |        |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |      |
| (1819)                      | 0.07   | 30   | R  |       |     | From: 46-603                 |        |        |        |    | NA        |    | NA         |       |    | 1999 |
|                             |        |      |    |       |     | To: Dead End                 |        |        |        |    |           |    |            |       |    |      |
| <b>Town of Windsor</b>      |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |      |
| (1820)                      | 0.06   | 560  | R  |       |     | From: US 258                 |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1820)                      | 0.18   | 490  | R  |       |     | To: 46-1822                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1820)                      | 0.05   | 90   | R  |       |     | From: 46-1823                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1820)                      | 0.05   | 90   | R  |       |     | To: 46-1821                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1820)                      | 0.05   | 90   | R  |       |     | From: 46-1822                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1821)                      | 0.06   | 160  | R  |       |     | To: 46-1822                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1821)                      | 0.12   | 170  | R  |       |     | From: US 258                 |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1821)                      | 0.12   | 170  | R  |       |     | To: 46-1820                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1822)                      | 0.05   | 50   | R  |       |     | From: 46-1820                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1822)                      | 0.05   | 49   | R  |       |     | To: 46-1823                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1822)                      | 0.15   | 110  | R  |       |     | From: 46-1821                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1822)                      | 0.15   | 110  | R  |       |     | To: 46-1820                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1823)                      | 0.14   | 230  | R  |       |     | From: 46-1822                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1823)                      | 0.14   | 230  | R  |       |     | To: 46-1820                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1824)                      | 0.22   | 70   | R  |       |     | From: 46-1812                |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1824)                      | 0.22   | 70   | R  |       |     | To: Cul-de-Sac               |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1825)                      | 0.12   | 210  | R  |       |     | From: US 460                 |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1825)                      | 0.12   | 210  | R  |       |     | To: 46-1814                  |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| <b>Isle of Wight County</b> |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |      |
| (1829)                      | 0.13   | NA   |    |       |     | From: Dead End/              |        |        |        |    | NA        |    | NA         |       |    |      |
| (1829)                      | 0.13   | NA   |    |       |     | To: 46-00603(B)/46-01806(U)/ |        |        |        |    | NA        |    | NA         |       |    |      |
| (1830)                      | 0.33   | 60   | R  |       |     | From: 46-638                 |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1830)                      | 0.33   | 60   | R  |       |     | To: Cul-de-Sac               |        |        |        |    | NA        |    | NA         |       |    | 1999 |
| (1835)                      | 0.65   | NA   |    |       |     | From: US 258                 |        |        |        |    | NA        |    | NA         |       |    |      |
| (1835)                      | 0.65   | NA   |    |       |     | To: 46-1838                  |        |        |        |    | NA        |    | NA         |       |    |      |
| (1836)                      | 0.10   | NA   |    |       |     | From: 46-1835                |        |        |        |    | NA        |    | NA         |       |    |      |
| (1836)                      | 0.10   | NA   |    |       |     | To: Cul-de-Sac               |        |        |        |    | NA        |    | NA         |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                      |        |        |        |    |           |    |            |       |    |            |
| (1837)                      | 0.17   | NA   |    |       |     | From: 46-1838        |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: 46-1835          |        |        |        |    |           |    |            |       |    |            |
| (1838)                      | 0.10   | NA   |    |       |     | From: 46-1837        |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: 46-1835          |        |        |        |    |           |    |            |       |    |            |
| (1840)                      | 0.13   | 90   | R  |       |     | From: Cul-de-Sac     |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-603           |        |        |        |    |           |    |            |       |    |            |
| (1845)                      | 0.21   | 130  | R  |       |     | From: Cul-de-Sac     |        |        |        |    | NA        |    | NA         |       |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-603           |        |        |        |    |           |    |            |       |    |            |
| (1900)                      | 0.50   | 100  | R  |       |     | From: 46-600; 61-600 |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |           |    |            |       |    |            |
| (1901)                      | 0.10   | 90   | R  |       |     | From: Dead End       |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1902          |        |        |        |    |           |    |            |       |    |            |
| (1901)                      | 0.22   | 210  | R  |       |     | From: 46-1902        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1903          |        |        |        |    |           |    |            |       |    |            |
| (1902)                      | 0.04   | 48   | R  |       |     | From: Dead End       |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1904          |        |        |        |    |           |    |            |       |    |            |
| (1902)                      | 0.06   | 50   | R  |       |     | From: 46-1904        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1901          |        |        |        |    |           |    |            |       |    |            |
| (1903)                      | 0.07   | 47   | R  |       |     | From: Dead End       |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1904          |        |        |        |    |           |    |            |       |    |            |
| (1903)                      | 0.07   | 160  | R  |       |     | From: 46-1904        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1901          |        |        |        |    |           |    |            |       |    |            |
| (1903)                      | 0.03   | 350  | R  |       |     | From: 46-1901        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-661           |        |        |        |    |           |    |            |       |    |            |
| (1903)                      | 0.50   | 160  | R  |       |     | From: 46-661         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |           |    |            |       |    |            |
| (1904)                      | 0.19   | 100  | R  |       |     | From: 46-1902        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1903          |        |        |        |    |           |    |            |       |    |            |
| (1905)                      | 0.18   | 130  | R  |       |     | From: Cul-de-Sac     |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-661           |        |        |        |    |           |    |            |       |    |            |
| (1906)                      | 0.11   | 120  | R  |       |     | From: 46-1903        |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |           |    |            |       |    |            |
| (1907)                      | 0.09   | 100  | R  |       |     | From: 46-661         |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |           |    |            |       |    |            |
| (1909)                      | 0.19   | 120  | R  |       |     | From: US 17          |        |        |        |    | NA        |    | NA         |       |    | 02/20/2002 |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |           |    |            |       |    |            |
| (1910)                      | 0.45   | 120  | R  |       |     | From: US 17          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: US 17            |        |        |        |    |           |    |            |       |    |            |
| (1911)                      | 0.17   | NA   |    |       |     | From: 46-00661(B)/   |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/      |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck              |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Isle of Wight County</b> |        |      |    |       |     |                    |        |        |        |    |           |    |            |       |    |      |
| 1912                        | 0.17   | NA   |    |       |     | From: 46-00661(B)/ |        |        |        |    | NA        |    |            | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac/    |        |        |        |    |           |    |            |       |    |      |
| 1913                        | 0.21   | NA   |    |       |     | From: 46-00661(B)/ |        |        |        |    | NA        |    |            | NA    |    |      |
|                             |        |      |    |       |     | To: 46-01912(B)/   |        |        |        |    |           |    |            |       |    |      |
| 1915                        | 0.09   | 70   | R  |       |     | From: 46-662       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1916                        | 0.05   | 47   | R  |       |     | From: 46-662       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1917                        | 0.10   | 110  | R  |       |     | From: 46-662       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1918                        | 0.10   | 380  | R  |       |     | From: 46-662       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1919        |        |        |        |    |           |    |            |       |    |      |
| 1918                        | 0.13   | 390  | R  |       |     | From: 46-1919      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1921        |        |        |        |    |           |    |            |       |    |      |
| 1918                        | 0.05   | 360  | R  |       |     | From: 46-1921      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1922        |        |        |        |    |           |    |            |       |    |      |
| 1918                        | 0.10   | 360  | R  |       |     | From: 46-1922      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1923        |        |        |        |    |           |    |            |       |    |      |
| 1918                        | 0.08   | 230  | R  |       |     | From: 46-1923      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1924        |        |        |        |    |           |    |            |       |    |      |
| 1918                        | 0.22   | 190  | R  |       |     | From: 46-1924      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1919                        | 0.05   | 40   | R  |       |     | From: 46-1918      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1920                        | 0.04   | 10   | R  |       |     | From: 46-662       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1921                        | 0.11   | 230  | R  |       |     | From: 46-1918      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-662         |        |        |        |    |           |    |            |       |    |      |
| 1921                        | 0.14   | 190  | R  |       |     | From: 46-662       |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1922                        | 0.09   | 50   | R  |       |     | From: 46-1918      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1923                        | 0.10   | 70   | R  |       |     | From: 46-1918      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |           |    |            |       |    |      |
| 1924                        | 0.03   | 70   | R  |       |     | From: Cul-de-Sac   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1918        |        |        |        |    |           |    |            |       |    |      |
| 1927                        | 0.10   | 120  | R  |       |     | From: Cul-de-Sac   |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1928        |        |        |        |    |           |    |            |       |    |      |
| 1927                        | 0.06   | 270  | R  |       |     | From: 46-1928      |        |        |        |    | NA        |    |            | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 46-1929        |        |        |        |    |           |    |            |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck               |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle               | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                     |        |        |        |    |           |    |            |       |    |            |
| (1928)                      | 0.06   | 150  | R  |       |     | From: 46-1927       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1929)                      | 0.10   | 180  | R  |       |     | From: US 258        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1930)                      | 0.12   | 100  | R  |       |     | From: US 258        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Dead End        |        |        |        |    |           |    |            |       |    |            |
| (1931)                      | 0.25   | 130  | R  |       |     | From: US 258        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Dead End        |        |        |        |    |           |    |            |       |    |            |
| (1935)                      | 0.52   | 470  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-661          |        |        |        |    |           |    |            |       |    |            |
| (1936)                      | 0.23   | 240  | R  |       |     | From: 46-1935       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1935         |        |        |        |    |           |    |            |       |    |            |
| (1937)                      | 0.06   | 30   | R  |       |     | From: 46-1936       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1938)                      | 0.05   | 60   | R  |       |     | From: 46-1935       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1939)                      | 0.07   | 70   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1935         |        |        |        |    |           |    |            |       |    |            |
| (1943)                      | 0.24   | 20   | R  |       |     | From: US 17         |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1944         |        |        |        |    |           |    |            |       |    |            |
| (1943)                      | 0.06   | 30   | R  |       |     | From: 46-1944       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1944)                      | 0.10   | 30   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: 46-1943         |        |        |        |    |           |    |            |       |    |            |
| (1945)                      | 0.36   | 140  | R  |       |     | From: 46-661        |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |           |    |            |       |    |            |
| (1946)                      | 0.53   | 210  | R  |       |     | From: 46-1943 WEST  |        |        |        |    | NA        |    |            | NA    |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1943 EAST    |        |        |        |    |           |    |            |       |    |            |
| (1947)                      | 0.09   | 130  | R  |       |     | From: 46-1946 SOUTH |        |        |        |    | NA        |    |            | NA    |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1946 NORTH   |        |        |        |    |           |    |            |       |    |            |
| (1948)                      | 0.11   | 90   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1947         |        |        |        |    |           |    |            |       |    |            |
| (1949)                      | 0.05   | 70   | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 02/22/2002 |
|                             |        |      |    |       |     | To: 46-1946         |        |        |        |    |           |    |            |       |    |            |
| (1950)                      | 0.29   | 200  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-661          |        |        |        |    |           |    |            |       |    |            |
| (1951)                      | 0.42   | 240  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA        |    |            | NA    |    | 02/20/2002 |
|                             |        |      |    |       |     | To: 46-1950         |        |        |        |    |           |    |            |       |    |            |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                  |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                             |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b> |        |      |    |       |     |                        |        |        |        |    |           |    |            |       |    |            |
| (1952)                      | 0.10   | 40   | R  |       |     | From: 46-1951          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1950            |        |        |        |    |           |    |            |       |    |            |
| (1953)                      | 0.18   | NA   |    |       |     | From: 46-00661(B)/     |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: Dead End/          |        |        |        |    |           |    |            |       |    |            |
| (1954)                      | 0.07   | NA   |    |       |     | From: 46-01953(B)/     |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/        |        |        |        |    |           |    |            |       |    |            |
| (1955)                      | 0.13   | NA   |    |       |     | From: 46-01953(B)/     |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac/        |        |        |        |    |           |    |            |       |    |            |
| (1956)                      | 0.03   | NA   |    |       |     | From: Cul-de-Sac/      |        |        |        |    | NA        |    | NA         |       |    |            |
|                             |        |      |    |       |     | To: 46-01953(B)/       |        |        |        |    |           |    |            |       |    |            |
| (1960)                      | 0.12   | 30   | R  |       |     | From: 46-1961          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: US 17              |        |        |        |    |           |    |            |       |    |            |
| (1961)                      | 0.06   | 10   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1963            |        |        |        |    |           |    |            |       |    |            |
| (1961)                      | 0.26   | 30   | R  |       |     | From: 46-1963          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1962            |        |        |        |    |           |    |            |       |    |            |
| (1961)                      | 0.05   | 20   | R  |       |     | From: 46-1962          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1960            |        |        |        |    |           |    |            |       |    |            |
| (1962)                      | 0.07   | 30   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1961            |        |        |        |    |           |    |            |       |    |            |
| (1963)                      | 0.12   | 30   | R  |       |     | From: 46-1961          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-1964            |        |        |        |    |           |    |            |       |    |            |
| (1963)                      | 0.06   | 20   | R  |       |     | From: 46-1964          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |           |    |            |       |    |            |
| (1964)                      | 0.14   | 40   | R  |       |     | From: 46-1963          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |           |    |            |       |    |            |
| (1965)                      | 0.05   | 170  | R  |       |     | From: 46-1962; 46-1961 |        |        |        |    | NA        |    | NA         |       |    | 02/22/2002 |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |           |    |            |       |    |            |
| (2001)                      | 0.60   | 210  | R  |       |     | From: 46-686           |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-2002            |        |        |        |    |           |    |            |       |    |            |
| (2002)                      | 0.36   | 180  | R  |       |     | From: 46-2001          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |           |    |            |       |    |            |
| (2011)                      | 0.10   | 47   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-2015            |        |        |        |    |           |    |            |       |    |            |
| (2011)                      | 0.07   | 110  | R  |       |     | From: 46-2015          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-2014            |        |        |        |    |           |    |            |       |    |            |
| (2011)                      | 0.06   | 270  | R  |       |     | From: 46-2014          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: 46-2012            |        |        |        |    |           |    |            |       |    |            |
| (2011)                      | 0.10   | 460  | R  |       |     | From: 46-2012          |        |        |        |    | NA        |    | NA         |       |    | 1999       |
|                             |        |      |    |       |     | To: SR 10              |        |        |        |    |           |    |            |       |    |            |

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| Route                         | Length | AADT | QA | 4Tire | Bus | Truck                              |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-------------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                               |        |      |    |       |     | 2Axle                              | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b>   |        |      |    |       |     |                                    |        |        |        |    |           |    |            |       |    |            |
| (2012)                        | 0.04   | 180  | R  |       |     | From: Cul-de-Sac                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-2011                        |        |        |        |    |           |    |            |       |    |            |
| (2013)                        | 0.26   | 240  | R  |       |     | From: Cul-de-Sac                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: SR 10                          |        |        |        |    |           |    |            |       |    |            |
| (2014)                        | 0.04   | 130  | R  |       |     | From: Cul-de-Sac                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-2011                        |        |        |        |    |           |    |            |       |    |            |
| (2015)                        | 0.04   | 120  | R  |       |     | From: Cul-de-Sac                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-2011                        |        |        |        |    |           |    |            |       |    |            |
| (2025)                        | 0.25   | 100  | R  |       |     | From: Cul-de-Sac                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-665                         |        |        |        |    |           |    |            |       |    |            |
| (2026)                        | 0.27   | 570  | R  |       |     | From: Dead End                     |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-665                         |        |        |        |    |           |    |            |       |    |            |
| (2030)                        | 0.31   | 110  | R  |       |     | From: 46-669                       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: Cul-de-Sac                     |        |        |        |    |           |    |            |       |    |            |
| (2031)                        | 0.07   | 70   | R  |       |     | From: Cul-de-Sac                   |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-2030                        |        |        |        |    |           |    |            |       |    |            |
| (9203)                        | 0.10   | 190  | R  |       |     | From: Hardy Elementary School      |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: SR 10 BUS                      |        |        |        |    |           |    |            |       |    |            |
| (9204)                        | 0.31   | 450  | R  |       |     | From: Smithfield High School       |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-644                         |        |        |        |    |           |    |            |       |    |            |
| (9206)                        | 0.15   | 390  | R  |       |     | From: Windsor Elementary School    |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: US 258                         |        |        |        |    |           |    |            |       |    |            |
| (9207)                        | 0.08   | 170  | R  |       |     | From: Carrsville Elementary School |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: US 58 BUS                      |        |        |        |    |           |    |            |       |    |            |
| <b>Town of Windsor</b>        |        |      |    |       |     |                                    |        |        |        |    |           |    |            |       |    |            |
| (9208)                        | 0.10   | 390  | R  |       |     | From: Windsor High School          |        |        |        |    | NA        |    |            | NA    |    | 1999       |
|                               |        |      |    |       |     | To: 46-603                         |        |        |        |    |           |    |            |       |    |            |
| <b>Isle of Wight County</b>   |        |      |    |       |     |                                    |        |        |        |    |           |    |            |       |    |            |
| (9247)                        | 0.32   | 330  | R  |       |     | From: Windsor Elementary School    |        |        |        |    | NA        |    |            | NA    |    | 02/22/2002 |
|                               |        |      |    |       |     | To: US 258                         |        |        |        |    |           |    |            |       |    |            |
| (600 <sub>81</sub> )          | 0.13   | 440  | R  |       |     | From: SR 10                        |        |        |        |    | NA        |    |            | NA    |    | 02/05/2002 |
|                               |        |      |    |       |     | To: 61-1900                        |        |        |        |    |           |    |            |       |    |            |
| (600 <sub>81</sub> )          | 0.07   | 460  | R  |       |     | From:                              |        |        |        |    | NA        |    |            | NA    |    | 02/05/2002 |
|                               |        |      |    |       |     | To: Isle of Wight County Line      |        |        |        |    |           |    |            |       |    |            |
| (600 <sub>81</sub> )          | 0.90   | 420  | R  |       |     | From:                              |        |        |        |    | NA        |    |            | NA    |    | 02/05/2002 |
|                               |        |      |    |       |     | To: 61-604                         |        |        |        |    |           |    |            |       |    |            |
| <b>Town of Smithfield</b>     |        |      |    |       |     |                                    |        |        |        |    |           |    |            |       |    |            |
| (631 <sub>300</sub> ) Cary St | 0.91   | 1900 | F  | 97%   | 0%  | 3%                                 | 0%     | 0%     | 0%     | C  | 0.101     | F  | 0.704      | 2000  | F  | 2002       |
|                               |        |      |    |       |     | From: Main St                      |        |        |        |    |           |    |            |       |    |            |
|                               |        |      |    |       |     | To: Smithfield Corp Limits         |        |        |        |    |           |    |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                        |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                           |        |      |    |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| <b>Town of Smithfield</b> |        |      |    |       |     |                              |        |        |        |    |           |    |            |       |    |      |
| 640<br>Great Springs Rd   | 0.22   | 1300 | F  | 95%   | 2%  | From: Smithfield Corp Limits |        |        |        | C  | 0.102     | F  | 0.599      | 1300  | F  | 2002 |
|                           |        |      |    |       |     | To: Main St                  |        |        |        |    |           |    |            |       |    |      |
| 643<br>Battery Park Rd    | 0.37   | 9000 | F  | 96%   | 1%  | From: South Church St        |        |        |        | C  | 0.099     | F  | 0.548      | 9000  | F  | 2002 |
|                           |        |      |    |       |     | To: Smithfield Corp Limits   |        |        |        |    |           |    |            |       |    |      |
| Berry Hill Rd             |        | 4000 | F  |       |     | From: Church St              |        |        |        |    | 0.091     | F  |            | 4200  | F  | 2002 |
|                           |        |      |    |       |     | To: Smithfield Corp Limits   |        |        |        |    |           |    |            |       |    |      |
| Cedar St                  |        | 1700 | F  |       |     | From: Underwood St           |        |        |        |    | 0.113     | F  |            | 1800  | F  | 2002 |
|                           |        |      |    |       |     | To: Main St                  |        |        |        |    |           |    |            |       |    |      |
| Lumar Rd                  |        | 1900 | F  |       |     | From: Red Point Dr           |        |        |        |    | 0.098     | F  |            | 2100  | F  | 2002 |
|                           |        |      |    |       |     | To: Moonfield Dr             |        |        |        |    |           |    |            |       |    |      |
| Moonfield Dr              |        | 2000 | F  |       |     | From: Lumar Rd               |        |        |        |    | 0.124     | F  |            | 2100  | F  | 2002 |
|                           |        |      |    |       |     | To: Cul-de-Sac               |        |        |        |    |           |    |            |       |    |      |
| Red Point Dr              |        | 340  | F  |       |     | From: Church St              |        |        |        |    | 0.120     | F  |            | 360   | F  | 2002 |
|                           |        |      |    |       |     | To: Lumar Rd                 |        |        |        |    |           |    |            |       |    |      |
| Ridgeland Dr              |        | 220  | F  |       |     | From: Jefferson Dr           |        |        |        |    | 0.107     | F  |            | 230   | F  | 2002 |
|                           |        |      |    |       |     | To: Pegan Rd                 |        |        |        |    |           |    |            |       |    |      |
| Underwood St              |        | 1800 | F  |       |     | From: Cedar St               |        |        |        |    | 0.116     | F  |            | 1900  | F  | 2002 |
|                           |        |      |    |       |     | To: Main St                  |        |        |        |    |           |    |            |       |    |      |
| Wainwright Dr             |        | 640  | F  |       |     | From: Lumar Rd               |        |        |        |    | 0.112     | F  |            | 670   | F  | 2002 |
|                           |        |      |    |       |     | To: Jefferson Dr             |        |        |        |    |           |    |            |       |    |      |